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Title 3—THE PRESIDENT

Executive Order 11230

DELEGATING CERTAIN FUNCTIONS OF THE PRESIDENT TO THE DIRECTOR OF THE BUREAU OF THE BUDGET

By virtue of the authority vested in me by Section 301 of Title 3 of the United States Code, and as President of the United States, it is hereby ordered as follows—

SECTION 1. The Director of the Bureau of the Budget is hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the following:

(1) The authority vested in the President by Section 10 of the Act of March 3, 1933, ch. 212, 47 Stat. 1516 (5 U.S.C. 73b), to prescribe the regulations (relating to the certification required in connection with allowances for transportation exceeding the lowest first-class rate by the transportation facility used in such transportation) provided for in that Section.

(2) The authority vested in the President by Section 1(a) of the Administrative Expenses Act of 1946, 60 Stat. 806 (5 U.S.C. 73b–1 (a)), to prescribe the regulations (relating to the allowance and payment of the expenses of travel and certain other expenses of any civilian officer or employee of the Government transferred from one official station to another for permanent duty) provided for in that Section.

(3) The authority vested in the President by the first sentence of Section 1(b) of the Administrative Expenses Act of 1946, 60 Stat. 807 (5 U.S.C. 73b–1(b)), to prescribe the regulations (relating to the reimbursement on a commuted basis, in lieu of the payment of certain actual expenses pertaining to his household goods and personal effects, of any civilian officer or employee of the Government transferred from one official station to another for permanent duty between points in the continental United States) provided for in that sentence, except the authority to establish the commuted rates on which such reimbursement is made.

(4) The authority vested in the President by the second sentence of Section 1(b) of the Administrative Expenses Act of 1946, 60 Stat. 807 (5 U.S.C. 73b–1(b)), to prescribe the regulations (relating to the amount of the allowance or expenses, and the payment thereof, for the transportation of a house trailer or mobile dwelling within the continental United States, within Alaska, or between the continental United States and Alaska, for use as a residence) provided for in that sentence.

(5) The authority vested in the President by Section 1(e) of the Administrative Expenses Act of 1946 (5 U.S.C. 73b–1(e)) and by Section 301(d) of the Overseas Differentials and Allowances Act of September 6, 1960, P.L. 86–707, 74 Stat. 796, to prescribe the regulations (relating to storage expenses and other matters) provided for in those Sections.

(6) The authority vested in the President by Section 1(f) of the Administrative Expenses Act of 1946 (5 U.S.C. 73b–1(f)), to prescribe the regulations (relating to the transportation of the privately owned motor vehicle of an employee assigned to a post of duty outside the continental United States on other than temporary duty orders) provided for in that Section.

(7) The authority vested in the President by Section 7 of the Administrative Expenses Act of 1946 (5 U.S.C. 73b–3), to prescribe the regulations (relating to the availability of appropriations for the departments for expenses of travel of Government personnel (including new appointees), transportation of their immediate families, and transportation of their household goods and personal effects) provided for in that Section.

(8) The authority vested in the President by Section 1 of the Act of July 8, 1940, ch. 551, 54 Stat. 743 (5 U.S.C. 103a), to prescribe regulations governing the matters provided for in paragraphs (a), (b), and (c) of that Section (relating to the payment of certain expenses on the death of a civilian officer or employee of the United States or of his dependents occurring in the circumstances described in those paragraphs and the furnishing of certain services and supplies on the death of such dependents).

(9) The authority vested in the President by Section 3 of the Travel Expense Act of 1949, 63 Stat. 166 (5 U.S.C. 836), to establish maximum rates of per diem allowances for civilian officers and employees of the Government to the extent that such authority pertains to travel status other than at localities in foreign areas as defined in Section 111 of the Overseas Differentials and Allowances Act (74 Stat. 792).

(10) That part of the authority vested in the President by Section 7(a) of the Defense Department Overseas Teachers Pay and Personnel Practices Act, 73 Stat. 216 (5 U.S.C. 2355(a)) which consists of authority to prescribe regulations relating to storage (including packing, drayage, unpacking, and transportation to and from storage) of household effects and personal possessions.

(11) The authority vested in the President by the last sentence of paragraph (c) of Section 32 of Title III of the Act of July 22, 1937, ch. 517, 50 Stat. 525 (7 U.S.C. 1011(c)), to transfer to other Federal, State, or Territorial agencies lands acquired by the Secretary of Agriculture under Section 32(a) of that Act.

(12) The authority vested in the President by Section 340 of the Consolidated Farmers Home Administration Act of 1961, 75 Stat. 318 (7 U.S.C. 1990), in his discretion to transfer to the Secretary of Agriculture any right, interest or title held by the United States in any lands acquired in the program of national defense and no longer needed for that program, and to determine the suitability of the lands to be transferred, for the purposes referred to in that Section.

(13) The authority vested in the President by Section 126(a) of Title 10 of the United States Code to approve the transfers of balances of appropriations provided for in that Section.

(14) The authority vested in the President by Section 4(k) of the Tennessee Valley Authority Act, 55 Stat. 599 (16 U.S.C. 831c(k)), to approve transfers under paragraphs (a) and (c) of that Section, other than leases for terms of less than 20 years and conveyances of property having a value not in excess of $500.

(15) The authority vested in the President by Section 7(b) of the Tennessee Valley Authority Act of May 18, 1933, 48 Stat. 63 (16 U.S.C. 831f(b)), to provide for the transfer to the Tennessee Valley Authority of the use, possession, and control of real or personal property of the United States deemed by the Director of the Bureau of the Budget to be necessary and proper for the purposes of the Corporation as stated in that Act.

(16) The authority vested in the President by Section 1 of the Act of March 4, 1927, ch. 505, 44 Stat. 1422 (20 U.S.C. 191), to transfer to the jurisdiction of the Secretary of Agriculture for the purposes of that Act any land belonging to the United States within or adjacent to the District of Columbia located along the Anacostia River north of Benning Bridge.

(17) The authority vested in the President by the last sentence of Section 4 of the Act of May 10, 1943, ch. 95, 57 Stat. 81 (24 U.S.C. 34), to prescribe from time to time rates of charges for hospitalization and dispensary services.

(18) The authority vested in the President by Section 202 of the Budget and Accounting Procedures Act of September 12, 1950, 64 Stat. 838 (31 U.S.C. 581c), to approve the transfers of balances of appropriations provided for in subsections (a) and (b) of that Section.

(19) The authority vested in the President by the last sentence of Section 11 of the Act of June 6, 1924, ch. 270, 43 Stat. 463 (40 U.S.C. 72), to approve (A) the designation of lands to be acquired by condemnation, (B) contracts for purchase of lands, and (C) agreements between the National Capital Planning Commission and officials of the States of Maryland and Virginia.

(20) The authority vested in the President by Section 1 of the Act of December 22, 1928, ch. 48, 45 Stat. 1070 (40 U.S.C. 72a), to approve contracts for acquisition of land subject to limited rights reserved to the grantor and for the acquisition of limited permanent rights in land adjoining park property.

(21) The authority vested in the President by Section 108 of the Housing Act of July 15, 1949, ch. 338, 63 Stat. 419 (42 U.S.C. 1458), to transfer, or cause to be transferred, to the Housing and Home Finance Administrator any right, title or interests held by the Federal Government or any department or agency thereof in any land (including buildings thereon) which is surplus to the needs of the Government and which a local public agency certifies will be within the area of a project being planned by it.

(22) The authority vested in the President by Section 407(b) of the Act of August 30, 1957, 71 Stat. 556 (42 U.S.C. 1594j(b)), to approve regulations (relating to the rental of substandard housing for members of the uniformed services) prescribed pursuant to that Section. The Secretaries referred to in Section 407(c) of that Act shall furnish the Director of the Bureau of the Budget such reports with respect to matters within the scope of the regulations so approved as he may require and at such times as he may specify.

(23) The authority vested in the President by the paragraph appearing under the heading "Expenses of Management Improvement" in the Executive Office Appropriation Act 1965, P.L. 88-392, 78 Stat. 374, or by any reenactment of the provisions of that paragraph in the same or in a different amount of funds, to allocate to any agency or office of the executive branch (including the Bureau of the Budget) funds appropriated by that paragraph or by any such reenactment of it. The Director of the Bureau of the Budget shall from time to time report to the President concerning activities carried on by executive agencies and offices with funds allocated under this paragraph and shall, consonant with law, exercise such direction and control with respect to those activities as he shall deem appropriate.

(24) The authority vested in the President by the first sentence of Section 6 of the Act of August 20, 1964, 78 Stat. 558 (5 U.S.C. 3126), to issue the regulations (relating to the provision, occupancy, and availability of quarters and facilities, the determination of rates and charges therefor, and other related matters, as are necessary and appropriate to carry out the provisions of that Act) provided for in that sentence.

(25) The authority vested in the President by the first Section of the Act of August 31, 1964, 78 Stat. 745 (5 U.S.C. 70c), to prescribe the regulations (relating to the rates at which an allowance will be paid to employees of the United States assigned to duty, other than temporary duty, on one of the California offshore islands and to defining the areas and groups of positions to which such rates shall apply) provided for in that Section.

(26) The authority vested in the President by Section 44(a) of the Alaska Omnibus Act of June 25, 1959, P.L. 86-70, 73 Stat. 151, to make transitional grants to the State of Alaska; and the authority vested in the President by Section 44(b) of that Act (A) to approve requests of the Governor of Alaska that Federal agencies continue to provide services or facilities in Alaska for an interim period, and (B) to allocate to such agencies the funds necessary to finance the provision of such services or facilities.

(27) The authority vested in the President by Section 45(a) of the Alaska Omnibus Act of June 25, 1959, 73 Stat. 152, (A) to determine that any function performed by the Federal Government in Alaska has been terminated or curtailed by the Federal Government and that performance of such function or substantially the same function has been or will be assumed by the State of Alaska, and (B) in his discretion, to transfer and convey to the State of Alaska, without reimbursement, any property or interest in property, real or personal, situated in Alaska and as otherwise described in Section 45(a). The provisions of this paragraph shall not be construed to affect the authority delegated to the Secretary of the Interior by Executive Order No. 10857 of December 29, 1959, with respect to the transfer and conveyance of property described in Section 2 of that order.

(28) The authority vested in the President by Section 5(e) of the Act of March 18, 1959, P.L. 86-3, 73 Stat. 6, to determine that certain land or property is no longer needed by the United States, and to convey to the State of Hawaii the land or property which is determined to be no longer needed by the United States.

SEC. 2. The following are hereby superseded:

(1) Part I of Executive Order No. 10530 of May 10, 1954.

(2) Executive Order No. 10559 of September 8, 1954.

(3) Executive Order No. 10759 of March 17, 1958.

(4) Executive Order No. 10766 of May 1, 1958.

(5) Executive Order No. 10790 of November 20, 1958.

(6) Executive Order No. 10836 of September 8, 1959.

(7) Executive Order No. 10889 of October 5, 1960.

(8) So much of Section 2 of Executive Order No. 10903 of January 9, 1961, as added paragraphs (s), (t), and (u) to Section 1 of Executive Order No. 10530 of May 10, 1954.

(9) Executive Order No. 10960 of August 21, 1961.

(10) Section 2 of Executive Order No. 10970 of October 27, 1961.

(11) Section 1 of Executive Order No. 11012 of March 27, 1962.

(12) Section 2(a) of Executive Order No. 11116 of August 5, 1963.

(13) Executive Order No. 11164 of August 1, 1964.

(14) Executive Order No. 11184 of October 13, 1964.

SEC. 3. (a) Unless inappropriate, any reference in this Order to any statute or to any provision of any statute shall be deemed to include reference thereto as amended from time to time.

(b) Unless inappropriate, any reference in any Executive order to any Executive order which is superseded by this Order, or to any Executive order provision so superseded, shall hereafter be deemed to refer to this Order or to the provision of Section 1 of this Order, if any, which corresponds to the superseded provision.

SEC. 4. All actions heretofore taken by the President or by the Director of the Bureau of the Budget in respect of the matters affected by the provisions of Section 1 of this Order and in force at the time of the issuance of this Order, including any regulations prescribed or approved by the President or by the Director of the Bureau of the Budget in respect of such matters, shall, except as they may be inconsistent with the provisions of this Order, remain in effect until amended, modified, or revoked pursuant to authority conferred by this Order unless sooner terminated by operation of law.

LYNDON B. JOHNSON

THE WHITE HOUSE,
June 28, 1965.

[F.R. Doc. 65-7017; Filed, June 30, 1965; 1:24 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1427—COTTON

Subpart—1965-Crop Supplement to Cotton Loan Program Regulations

The Cotton Loan Program Regulations issued by Commodity Credit Corporation and containing the regulations of a general nature with respect to loan operations for cotton are supplemented for 1965-crop cotton as follows:

Sec.

AUTHORITY: The provisions of this subpart issued under secs. 4, 5, 62 Stat. 1070, as amended; secs. 101, 103, 401, 63 Stat. 1051, as amended; 15 U.S.C. 714 b and c; 7 U.S.C. 1441, 1444, 1421.

§ 1427.1500 Purpose.

This subpart is for the purpose of announcing that loans will be available on upland and extra long staple cotton of the 1965-crop under the terms and conditions stated in the Cotton Loan Program Regulations issued by Commodity Credit Corporation and contained in this Part 1427. This subpart also contains schedules to be used in determining loan rates on 1965-crop cotton.

§ 1427.1501 Schedule of premiums and discounts for grade and staple length of eligible 1965-crop upland cotton.

[Basis 1-inch middling]

Grade	Staple length (inches)													
	15/16	7/8	29/32	13/16	25/32	1	1 1/32	1 1/16	1 3/32	1 1/8	1 5/32	1 3/16	1 7/32	1 1/4 and longer
WHITE	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.	Pts.
GM and better	-220	-175	-130	-80	-20	+55	+145	+220	+295	+405	+470	+570	+775	+920
SM	-230	-185	-140	-90	-30	+45	+135	+210	+285	+395	+460	+555	+750	+900
MID plus	-255	-210	-160	-115	-55	+25	+105	+180	+255	+370	+430	+515	+725	+870
MID	-275	-230	-180	-135	-75	Base	+85	+155	+230	+345	+405	+480	+685	+815
SLM plus	-350	-300	-255	-210	-160	-95	-20	+50	+115	+225	+290	+345	+525	+630
SLM	-410	-355	-310	-270	-220	-160	-85	-20	+45	+145	+190	+250	+405	+505
LM plus	-490	-440	-405	-360	-310	-260	-205	-160	-120	-50	-20	+15	+45	+80
LM	-540	-490	-460	-415	-365	-315	-265	-225	-185	-135	-115	-90	-60	-30
SGO plus	-645	-605	-575	-535	-495	-440	-395	-380	-365	-360	-360	-360	-360	-360
SGO	-710	-670	-640	-595	-550	-505	-470	-445	-445	-445	-445	-445	-445	-445
GO plus	-790	-755	-725	-685	-655	-615	-585	-575	-570	-570	-570	-570	-570	-570
GO	-835	-800	-775	-735	-705	-670	-640	-630	-630	-630	-630	-630	-630	-630
LIGHT SPOTTED														
GM	-315	-265	-220	-175	-125	-65	+20	+80	+130	+265	+300	+390	+640	+775
SM	-335	-285	-240	-195	-145	-80	+5	+60	+110	+245	+280	+360	+570	+695
MID	-405	-350	-310	-265	-215	-155	-85	-30	+20	+115	+150	+210	+365	+460
SLM	-520	-470	-435	-385	-345	-300	-255	-225	-190	-120	-100	-80	-55	-25
LM	-670	-620	-590	-550	-515	-475	-440	-415	-410	-400	-400	-400	-400	-400
SPOTTED														
GM	-495	-445	-405	-365	-325	-275	-220	-190	-170	-115	-110	-95	-75	-55
SM	-510	-465	-425	-380	-340	-295	-240	-210	-190	-135	-130	-115	-95	-75
MID	-580	-535	-500	-455	-415	-375	-330	-305	-290	-265	-255	-250	-250	-245
SLM	-695	-645	-610	-565	-535	-500	-460	-450	-440	-440	-440	-440	-440	-440
LM	-805	-765	-730	-695	-665	-630	-605	-600	-600	-600	-600	-600	-600	-600
TINGED														
GM	-700	-660	-635	-600	-575	-545	-530	-525	-525	-320	-320	-320	-320	-320
SM	-715	-680	-650	-615	-590	-560	-545	-545	-540	-535	-535	-535	-535	-535
MID	-780	-745	-715	-680	-655	-625	-615	-615	-615	-615	-615	-615	-615	-615
SLM	-885	-850	-815	-775	-745	-720	-710	-710	-710	-710	-710	-710	-710	-710
LM	-1000	-965	-935	-900	-875	-855	-840	-840	-840	-840	-840	-840	-840	-840
YELLOW STAINED														
GM	-800	-820	-790	-765	-740	-720	-710	-710	-710	-710	-710	-710	-710	-710
SM	-880	-835	-810	-780	-775	-735	-725	-725	-725	-725	-725	-725	-725	-725
MID	-935	-895	-870	-840	-810	-795	-785	-785	-785	-785	-785	-785	-785	-785
LIGHT GRAY														
GM	-335	-285	-245	-195	-150	-85	-5	+50	+90	+210	+260	+320	+495	+600
SM	-385	-340	-300	-255	-205	-150	-65	-15	+20	+105	+150	+215	+370	+460
MID	-510	-465	-430	-380	-345	-290	-235	-190	-175	-110	-95	-70	-40	-15
SLM	-670	-630	-595	-545	-510	-460	-415	-400	-395	-390	-390	-390	-390	-390
GRAY														
GM	-465	-420	-380	-335	-285	-225	-165	-130	-100	-35	-5	+55	+205	+295
SM	-530	-490	-450	-405	-350	-300	-240	-215	-205	-135	-125	-100	-70	-45
MID	-685	-650	-615	-565	-530	-475	-430	-415	-415	-410	-410	-410	-410	-410
SLM	-830	-795	-765	-725	-685	-640	-600	-585	-585	-580	-580	-580	-580	-580

Grade symbols: GM—Good Middling; SM—Strict Middling; MID—Middling; SLM—Strict Low Middling; LM—Low Middling; SGO—Strict Good Ordinary; GO—Good Ordinary.

§ 1427.1502 Schedule of base loan rates for eligible 1965-crop upland cotton by warehouse location.

ALABAMA

City	County	Basis middling white inch loan rate
Abbeville	Henry	29.22
Akron	Hale	29.19
Albertville	Marshall	29.27
Alexander City	Tallapoosa	29.32
Alicevile	Pickens	29.16
Altoona	Etowah	29.32
Andalusia	Covington	29.19
Anniston	Calhoun	29.32
Arab	Marshall	29.27
Ardmore	Limestone	29.19
Ashford	Houston	29.22
Ashland	Clay	29.32
Athens	Limestone	29.19
Atmore	Escambia	29.16
Attalla	Etowah	29.32
Auburn	Lee	29.32
Banks	Pike	29.22
Bankston	Fayette	29.19
Belk	do	29.19
Berry	do	29.19
Bessemer	Jefferson	29.22
Birmingham	do	29.22
Blountsville	Blount	29.27
Boaz	Marshall	29.27
Boligee	Greene	29.16
Brantley	Crenshaw	29.19
Do	Dallas	29.19
Brent	Bibb	29.22
Brewton	Escambia	29.16
Bridgeport	Jackson	29.22
Browntown	do	29.22
Brundidge	Pike	29.22
Butler	Choctaw	29.16
Camden	Wilcox	29.16
Camp Hill	Tallapoosa	29.32
Carbon Hill	Walker	29.19
Carrollton	Pickens	29.16
Centre	Cherokee	29.32
Centreville	Bibb	29.22
Chavies	De Kalb	29.27
Childersburg	Talladega	29.32
Clanton	Chilton	29.22
Clayton	Barbour	29.27
Clio	do	29.27
Collinsville	De Kalb	29.27
Columbia	Houston	29.22
Columbiana	Shelby	29.27
Cooper	Chilton	29.22
Cordova	Walker	29.19
Cottonwood	Houston	29.22
Courtland	Lawrence	29.19
Crossville	De Kalb	29.27
Cullman	Cullman	29.22
Dadeville	Tallapoosa	29.32
Dancy	Pickens	29.16
Deatsville	Elmore	29.27
Decatur	Morgan	29.22
Demopolis	Marengo	29.16
Detroit	Lamar	29.16
Dothan	Houston	29.22
Dozier	Crenshaw	29.19
Dutton	Jackson	29.22
Eclectic	Elmore	29.27
Elba	Coffee	29.22
Elkmont	Limestone	29.19
Enterprise	Coffee	29.22
Ethelsville	Pickens	29.16
Eufaula	Barbour	29.27
Eutaw	Greene	29.16
Evergreen	Conecuh	29.16
Fackler	Jackson	29.22
Fadette	Geneva	29.22
Faunsdale	Marengo	29.16
Fayette	Fayette	29.19
Flat Rock	Jackson	29.22
Florala	Covington	29.19
Florence	Lauderdale	29.16
Fort Deposit	Lowndes	29.19
Fort Payne	De Kalb	29.27
Frisco City	Monroe	29.16
Fyffe	De Kalb	29.27
Gadsden	Etowah	29.32
Gantt	Covington	29.19
Geneva	Geneva	29.22
Georgiana	Butler	29.19
Geraldine	De Kalb	29.27
Glen Allen	Fayette	29.19
Good Water	Coosa	29.27
Goodway	Monroe	29.16
Gordo	Pickens	29.16
Goshen	Pike	29.22
Greensboro	Hale	29.19
Greenville	Butler	29.19
Grove Hill	Clarke	29.16
Guin	Marion	29.16
Guntersville	Marshall	29.27
Hackleburg	Marion	29.16
Haleyville	Winston	29.19
Hamilton	Marion	29.16
Hanceville	Cullman	29.22
Hartford	Geneva	29.22
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Havana Junction	Hale	29.19
Headland	Henry	29.22
Heflin	Cleburne	29.32
Henagar	De Kalb	29.27
Hodges	Franklin	29.16
Hodgesville	Houston	29.22
Hollywood	Jackson	29.22
Huntsville	Madison	29.22
Hurtsboro	Russell	29.32
Ider	De Kalb	29.27
Jacksonville	Calhoun	29.32
Jasper	Walker	29.19
Jemison	Chilton	29.22
Kennedy	Lamar	29.16
Lafayette	Chambers	29.32
Larkinsville	Jackson	29.22
Leighton	Colbert	29.16
Lester	Limestone	29.19
Linden	Marengo	29.16
Lineville	Clay	29.32
Livingston	Sumter	29.16
Lockhart	Covington	29.19
Louisville	Barbour	29.27
Luverne	Crenshaw	29.19
McCullough	Escambia	29.16
McKenzie	Butler	29.19
Madison	Madison	29.22
Malvern	Geneva	29.22
Maplesville	Chilton	29.22
Marion	Perry	29.19
Millers Ferry	Wilcox	29.16
Milliport	Lamar	29.16
Mobile	Mobile	29.13
Monroeville	Monroe	29.16
Montevallo	Shelby	29.27
Montgomery	Montgomery	29.22
Moores Bridge	Tuscaloosa	29.19
Moores Valley	Wilcox	29.16
Moulton	Lawrence	29.19
Moundville	Hale	29.19
Newbern	do	29.19
New Brockton	Coffee	29.22
New Hope	Madison	29.22
Newville	Henry	29.22
Northport	Tuscaloosa	29.19
Notasulga	Macon	29.27
Oakman	Walker	29.19
Oneonta	Blount	29.27
Opelika	Lee	29.32
Opp	Covington	29.19
Ozark	Dale	29.22
Panola	Sumter	29.16
Pell City	St. Clair	29.27
Peterman	Monroe	29.16
Phil Campbell	Franklin	29.16
Pickensville	Pickens	29.16
Pinckard	Dale	29.22
Pine Hill	Wilcox	29.16
Pisgah	Jackson	29.22
Pollard	Escambia	29.16
Prattville	Autauga	29.22
Ralph	Tuscaloosa	29.19
Red Bay	Franklin	29.16
Red Level	Covington	29.19
Reform	Pickens	29.16
Repton	Conecuh	29.16
Roanoke	Randolph	29.32
Rogersville	Lauderdale	29.16
Russellville	Franklin	29.16
Samantha	Tuscaloosa	29.19
Samson	Geneva	29.22
Scottsboro	Jackson	29.22
Section	do	29.22
Selma	Dallas	29.19
Sheffield	Colbert	29.16
Slocomb	Geneva	29.22
Stevenson	Jackson	29.22
Stewart	Hale	29.19
Sulligent	Lamar	29.16
Sweet Water	Marengo	29.16
Sylacauga	Talladega	29.32
Sylvania	De Kalb	29.27
Talladega	Talladega	29.32
Tallassee	Elmore	29.27
Thomasville	Clarke	29.16
Thorsby	Chilton	29.22
Troy	Pike	29.22
Tuscaloosa	Tuscaloosa	29.19
Tuscumbia	Colbert	29.16
Tuskegee	Macon	29.27
Union Springs	Bullock	29.27
Uniontown	Perry	29.19
Vernon	Lamar	29.16
Vina	Franklin	29.16
Wadley	Randolph	29.32
Warrior	Jefferson	29.22
Webb	Houston	29.22
Wetumpka	Elmore	29.27
Wilsonville	Shelby	29.27
Winfield	Marion	29.16
Woodville	Jackson	29.22
York	Sumter	29.16

ARIZONA

City	County	Basis middling white inch loan
Amado	Santa Cruz	28.61
Buckeye	Maricopa	28.61
Casa Grande	Pinal	28.61
Chandler	Maricopa	28.61
Coolidge	Pinal	28.61
Eloy	do	28.61
Gilbert	Maricopa	28.61
Litchfield Park	do	28.61
McMicken	do	29.61
Marana	Pima	29.61
Phoenix	Maricopa	28.61
Picacho	Pinal	28.61
Safford	Graham	28.77
Sahuarita	Pima	28.61
Willcox	Cochise	28.77
Yuma	Yuma	28.61

ARKANSAS

City	County	Basis middling white inch loan
Arkadelphia	Clark	29.08
Ashdown	Little River	29.04
Batesville	Independence	29.08
Blytheville	Mississippi	29.10
Boughton	Nevada	29.04
Bradley	Lafayette	29.04
Brinkley	Monroe	29.10
Camden	Ouachita	29.04
Clarendon	Monroe	29.10
Conway	Faulkner	29.08
Cotton Plant	Woodruff	29.10
Dardanelle	Yell	29.08
Dell	Mississippi	29.10
Dumas	Desha	29.09
Earle	Crittenden	29.10
England	Lonoke	29.09
Eudora	Chicot	29.09
Evadale	Mississippi	29.10
Fordyce	Dallas	29.08
Forrest City	St. Francis	29.10
Fort Smith	Sebastian	29.04
Gurdon	Clark	29.08
Harrisburg	Poinsett	29.10
Helena	Phillips	29.10
Hope	Hempstead	29.04
Hughes	St. Francis	29.10
Hulbert	Crittenden	29.12
Jacksonville	Pulaski	29.09
Jonesboro	Craighead	29.10
Junction City	Union	29.04
Leachville	Mississippi	29.10
Lepanto	Poinsett	29.10
Little Rock	Pulaski	29.09
Lonoke	Lonoke	29.09
McCrory	Woodruff	29.10
McGehee	Desha	29.09
Magnolia	Columbia	29.04
Malvern	Hot Spring	29.08
Marianna	Lee	29.10
Marked Tree	Poinsett	29.10
Marvell	Phillips	29.10
Morrilton	Conway	29.08
Nashville	Howard	29.04
Newport	Jackson	29.09
North Little Rock	Pulaski	29.09
Osceola	Mississippi	29.10
Paragould	Greene	29.10
Pine Bluff	Jefferson	29.09
Portland	Ashley	29.08
Prescott	Nevada	29.04
Russellville	Pope	29.08
Searcy	White	29.09
Sparkman	Dallas	29.04
Trumann	Poinsett	29.10
Waldo	Columbia	29.04
Walnut Ridge	Lawrence	29.09
Warren	Bradley	29.08
West Helena	Phillips	29.10
West Memphis	Crittenden	29.12
Wilson	Mississippi	29.10
Wynne	Cross	29.10

CALIFORNIA

City	County	Basis middling white inch loan
Arvin	Kern	28.61
Bakersfield	do	28.61
Brawley	Imperial	28.61
Buttonwillow	Kern	28.61
Calico	do	28.61
Caruthers	Fresno	28.61
Chowchilla	Madera	28.61
Coalinga	Fresno	28.61

CALIFORNIA—Continued

City	County	Basis middling white inch loan rate
Corcoran	Kings	28.61
El Centro	Imperial	28.61
Firebaugh	Fresno	28.61
Five Points	do	28.61
Fresno	do	28.61
Hanford	Kings	28.61
Helm	Fresno	28.61
Huron	do	28.61
Imperial	Imperial	28.61
Kerman	Fresno	28.61
Kingsburg	do	28.61
Locke	Sacramento	28.61
Los Angeles	Los Angeles	28.61
McFarland	Kern	28.61
Madera	Madera	28.61
Milpitas	Santa Clara	28.61
Oakland	Alameda	28.61
Pinedale	Fresno	28.61
Pond	Kern	28.61
Reedley	Fresno	28.61
Richmond	Contra Costa	28.61
San Diego	San Diego	28.61
San Francisco	San Francisco	28.61
San Joaquin	Fresno	28.61
San Jose	Santa Clara	28.61
San Pedro	Los Angeles	28.61
Selma	Fresno	28.61
Stockton	San Joaquin	28.61
Stratford	Kings	28.61
Tipton	Tulare	28.61
Tranquility	Fresno	28.61
Tulare	Tulare	28.61
Visalia	do	28.61

FLORIDA

Graceville	Jackson	29.22
Jay	Santa Rosa	29.13
Malone	Jackson	29.22
Pensacola	Escambia	29.13

GEORGIA

Abbeville	Wilcox	29.29
Adairsville	Bartow	29.37
Adel	Cook	29.22
Adrian	Emanuel	29.37
Alamo	Wheeler	29.29
Albany	Dougherty	29.29
Allentown	Wilkinson	29.37
Alma	Bacon	29.29
Alvaton	Meriwether	29.37
Ambrose	Coffee	29.29
Americus	Sumter	29.29
Arabi	Crisp	29.29
Arlington	Calhoun	29.22
Ashburn	Turner	29.29
Athens	Clarke	29.44
Atlanta	Fulton	29.37
Augusta	Richmond	29.44
Bainbridge	Decatur	29.22
Barnesville	Lamar	29.37
Bartow	Jefferson	29.37
Baxley	Appling	29.29
Bellville	Evans	29.29
Bishop	Oconee	29.44
Blackshear	Pierce	29.22
Blakely	Early	29.22
Braselton	Jackson	29.44
Bronwood	Terrell	29.29
Brookfield	Tift	29.29
Brooklet	Bulloch	29.37
Brunswick	Glynn	29.22
Buchanan	Haralson	29.37
Buena Vista	Marion	29.37
Buford	Gwinnett	29.37
Butler	Taylor	29.37
Byromville	Dooly	29.29
Byron	Houston	29.37
Cadwell	Laurens	29.37
Cairo	Grady	29.22
Calhoun	Gordon	29.37
Camilla	Mitchell	29.22
Canon	Franklin	29.44
Carnegie	Randolph	29.22
Carrollton	Carroll	29.37
Cartersville	Bartow	29.37
Cary	Bleckley	29.37
Cedartown	Polk	29.37
Centerville	Houston	29.37
Chamblee	De Kalb	29.37
Chauncey	Dodge	29.37
Chester	do	29.37
Claxton	Evans	29.29
Cochran	Bleckley	29.37
Coleman	Randolph	29.22
Colquitt	Miller	29.22
Columbus	Muscogee	29.37
Comer	Madison	29.44
Commerce	Jackson	29.44
Concord	Pike	29.37
Conyers	Rockdale	29.37
Cordele	Crisp	29.29
Coverdale	Turner	29.29
Covington	Newton	29.37
Culloden	Monroe	29.37
Cuthbert	Randolph	29.22
Dallas	Paulding	29.37
Dalton	Whitfield	29.37
Davisboro	Washington	29.37
Dawson	Terrell	29.29
De Soto	Sumter	29.29
Dexter	Laurens	29.37
Doerun	Colquitt	29.22
Donalsonville	Seminole	29.22
Douglas	Coffee	29.29
Douglasville	Douglas	29.37
Dublin	Laurens	29.37
Dudley	do	29.37
Eastman	Dodge	29.37
East Point	Fulton	29.37
Eatonton	Putnam	29.37
Edison	Calhoun	29.22
Elberton	Elbert	29.44
Ellaville	Schley	29.37
Fairburn	Fulton	29.37
Farrar	Jasper	29.37
Fayetteville	Fayette	29.37
Findlay	Dooly	29.29
Fitzgerald	Ben Hill	29.29
Forsyth	Monroe	29.37
Fort Gaines	Clay	29.22
Fort Valley	Peach	29.37
Franklinton	Bibb	29.37
Gainesville	Hall	29.44
Garfield	Emanuel	29.37
Gay	Meriwether	29.37
Glennville	Tattnall	29.29
Grantville	Coweta	29.37
Graymont	Emanuel	29.37
Greensboro	Greene	29.44
Greenville	Meriwether	29.37
Gresston	Dodge	29.37
Griffin	Spalding	29.37
Haralson	Coweta	29.37
Harrison	Washington	29.37
Hartsfield	Colquitt	29.22
Hartwell	Hart	29.44
Hawkinsville	Pulaski	29.37
Hazlehurst	Jeff Davis	29.29
Hogansville	Troup	29.37
Hollonville	Pike	29.37
Ideal	Macon	29.37
Jackson	Butts	29.37
Jefferson	Jackson	29.44
Jeffersonville	Twiggs	29.37
Jesup	Wayne	29.29
Jonesboro	Clayton	29.37
Kelly	Jasper	29.37
Kingston	Bartow	29.37
Kite	Johnson	29.37
Lafayette	Walker	29.37
La Grange	Troup	29.37
Lavonia	Franklin	29.44
Lawrenceville	Gwinnett	29.37
Leary	Calhoun	29.22
Leesburg	Lee	29.29
Lenox	Cook	29.22
Leslie	Sumter	29.29
Lilly	Dooly	29.29
Lincolnton	Lincoln	29.44
Locust Grove	Henry	29.37
Loganville	Walton	29.37
Louisville	Jefferson	29.37
Lumpkin	Stewart	29.29
Luthersville	Meriwether	29.37
Lyerly	Chattooga	29.37
Lyons	Toombs	29.29
McDonough	Henry	29.37
McRae	Telfair	29.29
Macon	Bibb	29.37
Madison	Morgan	29.37
Manchester	Meriwether	29.37
Mansfield	Newton	29.37
Marietta	Cobb	29.37
Marshallville	Macon	29.37
Meansville	Pike	29.37
Meigs	Thomas	29.22
Metter	Candler	29.37
Midville	Burke	29.37
Milan	Telfair	29.29
Milledgeville	Baldwin	29.37
Millen	Jenkins	29.37
Milstead	Rockdale	29.37
Monroe	Walton	29.37
Montezuma	Macon	29.37
Monticello	Jasper	29.37
Montrose	Laurens	29.37
Moreland	Coweta	29.37
Morven	Brooks	29.22
Moultrie	Colquitt	29.22
Newborn	Newton	29.37
Newnan	Coweta	29.37
Norman Park	Colquitt	29.22
Ochlochnee	Thomas	29.22
Ocilla	Irwin	29.29
Oglethorpe	Macon	29.37
Omega	Tift	29.29
Orchard Hill	Spalding	29.37
Palmetto	Fulton	29.37
Parrott	Terrell	29.29
Pelham	Mitchell	29.22
Perry	Houston	29.37
Pinehurst	Dooly	29.29
Pinelog	Bartow	29.37
Pine Mountain	Harris	29.37
Pineview	Wilcox	29.29
Pitts	do	29.29
Plains	Sumter	29.29
Portal	Bulloch	29.37
Pulaski	Candler	29.37
Quitman	Brooks	29.22
Rebecca	Turner	29.29
Red Oak	Fulton	29.37
Rentz	Laurens	29.37
Reynolds	Taylor	29.37
Rhine	Dodge	29.37
Richland	Stewart	29.29
Roberta	Crawford	29.37
Rochelle	Wilcox	29.29
Rockmart	Polk	29.37
Rocky Ford	Screven	29.37
Rome	Floyd	29.37
Royston	Franklin	29.44
Rutledge	Morgan	29.37
Sandersville	Washington	29.37
Sasser	Terrell	29.29
Savannah	Chatham	29.37
Scotland	Telfair	29.29
Senoia	Coweta	29.37
Shady Dale	Jasper	29.37
Sharpsburg	Coweta	29.37
Shellman	Randolph	29.22
Shingler	Worth	29.29
Social Circle	Walton	29.37
Soperton	Treutlen	29.37
Sparta	Hancock	29.37
Statesboro	Bulloch	29.37
Summit	Emanuel	29.37
Swainsboro	do	29.37
Sycamore	Turner	29.29
Sylvania	Screven	29.37
Sylvester	Worth	29.29
Talliapoosa	Haralson	29.37
Taylorsville	Bartow	29.37
Temple	Carroll	29.37
Tennille	Washington	29.37
Thomaston	Upson	29.37
Thomson	McDuffie	29.44
Tifton	Tift	29.29
Tignall	Wilkes	29.44
Toccoa	Stephens	29.44
Turin	Coweta	29.37
Twin City	Emanuel	29.37
Tyrone	Fayette	29.37
Unadilla	Dooly	29.29
Uvalda	Montgomery	29.29
Valdosta	Lowndes	29.22
Vidalia	Toombs	29.29
Vienna	Dooly	29.29
Villa Rica	Carroll	29.37
Wadley	Jefferson	29.37
Warrenton	Warren	29.44
Warwick	Worth	29.29
Washington	Wilkes	29.44
Watkinsville	Oconee	29.44
Waynesboro	Burke	29.37
West Point	Troup	29.37
Williamson	Pike	29.37
Winder	Barrow	29.44
Woodbury	Meriwether	29.37
Woodland	Talbot	29.37
Wrens	Jefferson	29.37
Wrightsville	Johnson	29.37
Yatesville	Upson	29.37
Zebulon	Pike	29.37

ILLINOIS

Cairo	Alexander	29.11

LOUISIANA

Alexandria	Rapides	29.04
Arcadia	Bienville	29.04
Bernice	Union	29.04
Bryceland	Bienville	29.04
Bunkie	Avoyelles	29.04
Chatham	Jackson	29.04
Cheneyville	Rapides	29.04
Choudrant	Lincoln	29.08

LOUISIANA—Continued

City	County	Basis middling white inch loan rate
Coushatta	Red River	29.04
Delhi	Richland	29.08
Dubach	Lincoln	29.04
Eunice	St. Landry	29.04
Farmerville	Union	29.08
Ferriday	Concordia	29.09
Franklinton	Washington	29.11
Gibsland	Bienville	29.04
Gretna	Jefferson	29.11
Haynesville	Claiborne	29.04
Homer	do	29.04
Jonesboro	Jackson	29.04
Lake Charles	Calcasieu	29.04
Lake Providence	East Carroll	29.09
Leesville	Vernon	29.04
Logansport	De Soto	29.04
Mansfield	do	29.04
Marion	Union	29.08
Minden	Webster	29.04
Monroe	Ouachita	29.08
Natchitoches	Natchitoches	29.04
Newellton	Tensas	29.09
New Orleans	Orleans	29.11
Oak Grove	West Carroll	29.08
Opelousas	St. Landry	29.04
Plain Dealing	Bossier	29.04
Port Allen	West Baton Rouge	29.04
Rayville	Richland	29.08
Ringgold	Bienville	29.04
Ruston	Lincoln	29.08
Shreveport	Caddo	29.04
Springhill	Webster	29.04
Tallulah	Madison	29.09
Westwego	Jefferson	29.11
Winnsboro	Franklin	29.08

MISSISSIPPI

Aberdeen	Monroe	29.13
Amory	do	29.13
Batesville	Panola	29.13
Belmont	Tishomingo	29.13
Belzoni	Humphreys	29.11
Booneville	Prentiss	29.13
Brookhaven	Lincoln	29.12
Canton	Madison	29.13
Carthage	Leake	29.13
Clarksdale	Coahoma	29.11
Cleveland	Bolivar	29.11
Coffeeville	Yalobusha	29.13
Columbia	Marion	29.12
Do	Lowndes	29.13
Como	Panola	29.13
Corinth	Alcorn	29.13
Crystal Springs	Copiah	29.12
Drew	Sunflower	29.11
Durant	Holmes	29.13
Flora	Madison	29.11
Forest	Scott	29.12
Gloster	Amite	29.11
Goodman	Holmes	29.13
Greenville	Washington	29.11
Greenwood	Leflore	29.11
Grenada	Grenada	29.13
Gulfport	Harrison	29.11
Hattiesburg	Forrest	29.12
Hollandale	Washington	29.11
Holly Springs	Marshall	29.13
Houston	Chickasaw	29.13
Indianola	Sunflower	29.11
Inverness	do	29.11
Itta Bena	Leflore	29.11
Jackson	Hinds	29.12
Kosciusko	Attala	29.13
Laurel	Jones	29.12
Leland	Washington	29.11
Lexington	Holmes	29.11
Liberty	Amite	29.11
Louisville	Winston	29.13
McComb	Pike	29.12
Macon	Noxubee	29.13
Magee	Simpson	29.12
Magnolia	Pike	29.12
Marks	Quitman	29.11
Meridian	Lauderdale	29.13
Mount Olive	Covington	29.12
Natchez	Adams	29.11
New Albany	Union	29.13
Newton	Newton	29.12
Okolona	Chickasaw	29.13
Oxford	Lafayette	29.13
Philadelphia	Neshoba	29.13
Pontotoc	Pontotoc	29.13
Port Gibson	Claiborne	29.11
Prentiss	Jefferson Davis	29.12
Quitman	Clarke	29.12
Ripley	Tippah	29.13
Rolling Fork	Sharkey	29.11
Rosedale	Bolivar	29.11
Ruleville	Sunflower	29.11

MISSISSIPPI—Continued

City	County	Basis middling white inch loan rate
Shaw	Bolivar	29.11
Shelby	do	29.11
Shuqualak	Noxubee	29.13
Sledge	Quitman	29.11
Summit	Pike	29.12
Tunica	Tunica	29.11
Tupelo	Lee	29.13
Tutwiler	Tallahatchie	29.11
Tylertown	Walthall	29.12
Union	Newton	29.13
Vicksburg	Warren	29.11
Water Valley	Yalobusha	29.13
Wesson	Copiah	29.12
West Point	Clay	29.13
Yazoo City	Yazoo	29.11

MISSOURI

Arbyrd	Dunklin	29.10
Caruthersville	Pemiscot	29.10
Charleston	Mississippi	29.09
Gideon	New Madrid	29.09
Hayti	Pemiscot	29.10
Kennett	Dunklin	29.09
Lilbourn	New Madrid	29.09
Malden	Dunklin	29.09
Neosho	Newton	29.04
Portageville	New Madrid	29.10
Sikeston	Scott	29.09

NEVADA

Arden	Clark	28.61

NEW MEXICO

Animas	Hidalgo	28.82
Artesia	Eddy	28.90
Carlsbad	do	28.90
Deming	Luna	28.86
Hobbs	Lea	28.94
Las Cruces	Dona Ana	28.89
Lordsburg	Hidalgo	28.82
Lovington	Lea	28.94
Mesquite	Dona Ana	28.89
Roswell	Chaves	28.90
Socorro	Socorro	28.89

NORTH CAROLINA

Avondale	Rutherford	29.52
Battleboro	Nash	29.46
Benson	Johnston	29.46
Bessemer City	Gaston	29.52
Bethel	Pitt	29.46
Bladenboro	Bladen	29.46
Bostic	Rutherford	29.52
Butner	Granville	29.46
Candor	Montgomery	29.52
Carthage	Moore	29.52
Charlotte	Mecklenburg	29.52
Cherryville	Gaston	29.52
Clayton	Johnston	29.46
Clinton	Sampson	29.46
Columbus	Polk	29.52
Concord	Cabarrus	29.52
Conway	Northampton	29.46
Dallas	Gaston	29.52
Dunn	Harnett	29.46
Durham	Durham	29.52
Edenton	Chowan	29.46
Elizabeth City	Pasquotank	29.46
Enfield	Halifax	29.46
Farmville	Pitt	29.46
Fayetteville	Cumberland	29.46
Forest City	Rutherford	29.52
Franklinton	Franklin	29.46
Gastonia	Gaston	29.52
Gibson	Scotland	29.46
Godwin	Cumberland	29.46
Goldsboro	Wayne	29.46
Greensboro	Guilford	29.52
Greenville	Pitt	29.46
Gumberry	Northampton	29.46
Harris	Rutherford	29.52
Henderson	Vance	29.46
Hickory	Catawba	29.52
High Point	Guilford	29.52
Hope Mills	Cumberland	29.46
Jackson	Northampton	29.46
Kings Mountain	Cleveland	29.52
Kinston	Lenoir	29.46
La Grange	do	29.46

NORTH CAROLINA—Continued

City	County	Basis middling white inch loan rate
Laurel Hill	Scotland	29.46
Laurinburg	do	29.46
Lewiston	Bertie	29.46
Lilesville	Anson	29.52
Lincolnton	Lincoln	29.52
Littleton	Halifax	29.46
Louisburg	Franklin	29.46
Lumberton	Robeson	29.46
Marshville	Union	29.52
Matthews	Mecklenburg	29.52
Maxton	Robeson	29.46
Monroe	Union	29.52
Mooresville	Iredell	29.52
Morven	Anson	29.52
Mount Gilead	Montgomery	29.52
Mount Olive	Wayne	29.46
Murfreesboro	Hertford	29.46
Nashville	Nash	29.46
Newton	Catawba	29.52
Norlina	Warren	29.46
Parkton	Robeson	29.46
Pates	do	29.46
Pembroke	do	29.46
Pikeville	Wayne	29.46
Pinetops	Edgecombe	29.46
Raeford	Hoke	29.46
Raleigh	Wake	29.46
Rando	Gaston	29.52
Red Springs	Robeson	29.46
Reidsville	Rockingham	29.52
Rich Square	Northampton	29.46
Roanoke Rapids	Halifax	29.46
Rockingham	Richmond	29.52
Rocky Mount	Edgecombe	29.46
Rowland	Robeson	29.46
Rutherfordton	Rutherford	29.52
Saint Pauls	Robeson	29.46
Salisbury	Rowan	29.52
Sanford	Lee	29.52
Scotland Neck	Halifax	29.46
Seaboard	Northampton	29.46
Selma	Johnston	29.46
Severn	Northampton	29.46
Shelby	Cleveland	29.52
Smithfield	Johnston	29.46
Southern Pines	Moore	29.52
Spring Hope	Nash	29.46
Stantonsburg	Wilson	29.46
Statesville	Iredell	29.52
Tarboro	Edgecombe	29.66
Wadesboro	Anson	29.52
Wagram	Scotland	29.46
Wake Forest	Wake	29.44
Warrenton	Warren	29.46
Washington	Beaufort	29.46
Weldon	Halifax	29.46
Williamston	Martin	29.46
Wilmington	New Hanover	29.46
Wilson	Wilson	29.46
Wingate	Union	29.52
Woodland	Northampton	29.46

OKLAHOMA

Ada	Pontotoc	29.04
Altus	Jackson	29.00
Anadarko	Caddo	29.00
Ardmore	Carter	29.04
Carnegie	Caddo	29.00
Carter	Beckham	29.00
Chandler	Lincoln	29.00
Chickasha	Grady	29.00
Clinton	Custer	29.00
Cushing	Payne	29.04
Durant	Bryan	29.04
Eakly	Caddo	29.00
Elk City	Beckham	29.00
Enid	Garfield	29.00
Erick	Beckham	29.00
Foss	Washita	29.00
Frederick	Tillman	29.00
Guthrie	Logan	29.00
Hobart	Kiowa	29.00
Hugo	Choctaw	29.04
Idabel	McCurtain	29.04
Konawa	Seminole	29.04
Lawton	Comanche	29.00
Lone Wolf	Kiowa	29.00
McAlester	Pittsburg	29.04
Mangum	Greer	29.00
Marlow	Stephens	29.00
Mountain View	Kiowa	29.00
Muskogee	Muskogee	29.04
Oklahoma City	Oklahoma	29.00
Pauls Valley	Garvin	29.00
Purcell	McClain	29.00
Ryan	Jefferson	29.00
Sentinel	Washita	29.00
Shawnee	Pottawatomie	29.04
Snyder	Kiowa	29.00

OKLAHOMA—Continued

City	County	Basis middling white inch loan rate
Stroud	Lincoln	29.04
Tipton	Tillman	29.00
Waurika	Jefferson	29.00
Weleetka	Okfuskee	29.04
Wynne Wood	Garvin	29.00

SOUTH CAROLINA

Abbeville	Abbeville	29.52
Aiken	Aiken	29.52
Allendale	Allendale	29.46
Anderson	Anderson	29.52
Andrews	Georgetown	29.46
Angelus	Chesterfield	29.52
Ashwood	Lee	29.46
Atkins	do	29.46
Bamberg	Bamberg	29.46
Barnwell	Barnwell	29.46
Batesburg	Lexington	29.52
Belton	Anderson	29.52
Bennettsville	Marlboro	29.46
Bethune	Kershaw	29.52
Bishopville	Lee	29.46
Blacksburg	Cherokee	29.52
Blackstock	Fairfield	29.52
Blackville	Barnwell	29.42
Blair	Fairfield	29.52
Blaney	Kershaw	29.52
Blenheim	Marlboro	29.46
Bowman	Orangeburg	29.46
Boykin	Kershaw	29.52
Branchville	Orangeburg	29.46
Brunson	Hampton	29.46
Calhoun Falls	Abbeville	29.52
Camden	Kershaw	29.52
Cameron	Calhoun	29.46
Campobello	Spartanburg	29.52
Carlisle	Union	29.52
Cartersville	Florence	29.46
Catawba	York	29.52
Cateechee	Pickens	29.52
Centenary	Marion	29.46
Central	Pickens	29.52
Chappells	Newberry	29.52
Charleston	Charleston	29.46
Cheraw	Chesterfield	29.52
Chesnee	Spartanburg	29.52
Chester	Chester	29.52
Chesterfield	Chesterfield	29.52
Clinton	Laurens	29.52
Clio	Marlboro	29.46
Clover	York	29.52
Columbia	Richland	29.52
Conestee	Greenville	29.52
Cope	Orangeburg	29.46
Cordova	do	29.46
Cowpens	Spartanburg	29.52
Crockettville	Hampton	29.46
Cross Anchor	Spartanburg	29.52
Cross Hill	Laurens	29.52
Dalzell	Sumter	29.46
Darlington	Darlington	29.46
Davis Station	Clarendon	29.46
Denmark	Bamberg	29.46
Dillon	Dillon	29.46
Drake	Marlboro	29.46
Due West	Abbeville	29.52
Dunbar	Marlboro	29.46
Dunbarton	Barnwell	29.46
Duncan	Spartanburg	29.52
Easley	Pickens	29.52
Edgefield	Edgefield	29.52
Ehrhardt	Bamberg	29.46
Elko	Barnwell	29.46
Ellenton	Aiken	29.52
Elliott	Lee	29.46
Elloree	Orangeburg	29.46
Enoree	Spartanburg	29.52
Estill	Hampton	29.46
Eureka	Aiken	29.52
Eutawville	Orangeburg	29.46
Fairfax	Allendale	29.46
Fairforest	Spartanburg	29.52
Fairmont	do	29.52
Filbert	York	29.52
Fingerville	Spartanburg	29.52
Florence	Florence	29.46
Fountain Inn	Greenville	29.52
Gaffney	Cherokee	29.52
Garnett	Hampton	29.46
Gray Court	Laurens	29.52
Greeleyville	Williamsburg	29.46
Greenville	Greenville	29.52
Greenwood	Greenwood	29.52
Greer	Greenville	29.52
Hamer	Dillon	29.46
Hampton	Hampton	29.46
Hartsville	Chesterfield	29.52
Do	Darlington	29.46
Heath Springs	Lancaster	29.52
Hemingway	Williamsburg	29.46

SOUTH CAROLINA—Continued

City	County	Basis middling white inch loan rate
Hickory Grove	York	29.52
Holly Hill	Orangeburg	29.46
Honea Path	Anderson	29.52
Inman	Spartanburg	29.52
Iva	Anderson	29.52
Jefferson	Chesterfield	29.52
Jenkinsville	Fairfield	29.52
Johnsonville	Florence	29.46
Johnston	Edgefield	29.52
Jonesville	Union	29.52
Kershaw	Kershaw	29.52
Kings Creek	Cherokee	29.52
Kingstree	Williamsburg	29.46
Kline	Barnwell	29.46
Kollock	Marlboro	29.46
Lake City	Florence	29.46
Lake View	Dillon	29.46
Lamar	Darlington	29.46
Lancaster	Lancaster	29.52
Landrum	Spartanburg	29.52
Lanford	Laurens	29.52
Latta	Dillon	29.46
Laurens	Laurens	29.52
Leesville	Lexington	29.52
Lester	Marlboro	29.46
Liberty	Pickens	29.52
Little Rock	Dillon	29.46
Lowrys	Chester	29.52
Lugoff	Kershaw	29.52
Luray	Hampton	29.46
Lynchburg	Lee	29.46
McBee	Chesterfield	29.52
McColl	Marlboro	29.46
McCormick	McCormick	29.52
Manning	Clarendon	29.46
Marion	Marion	29.46
Mauldin	Greenville	29.52
Mayesville	Sumter	29.46
Mount Carmel	McCormick	29.52
Mount Croghan	Chesterfield	29.52
Mountville	Laurens	29.52
Mullins	Marion	29.46
Neeses	Orangeburg	29.46
Newberry	Newberry	29.52
Newry	Oconee	29.52
New Zion	Clarendon	29.46
Ninety Six	Greenwood	29.52
Norris	Pickens	29.52
North	Orangeburg	29.46
Norway	do	29.46
Olanta	Florence	29.46
Olar	Bamberg	29.46
Orangeburg	Orangeburg	29.46
Oswego	Sumter	29.46
Owings	Laurens	29.52
Pageland	Chesterfield	29.52
Pamplico	Florence	29.46
Parksville	McCormick	29.52
Patrick	Chesterfield	29.52
Pelzer	Anderson	29.52
Pendleton	Anderson	29.52
Pickens	Pickens	29.52
Piedmont	Greenville	29.52
Pinewood	Sumter	29.46
Plum Branch	McCormick	29.52
Pomaria	Newberry	29.52
Princeton	Laurens	29.52
Prosperity	Newberry	29.52
Remini	Clarendon	29.46
Richburg	Chester	29.52
Ridge Spring	Saluda	29.52
Ridgeway	Fairfield	29.52
Rock Hill	York	29.52
Roebuck	Spartanburg	29.52
Rowesville	Orangeburg	29.46
Salley	Aiken	29.52
Saluda	Saluda	29.52
Sandy Springs	Anderson	29.52
Sardinia	Clarendon	29.46
Scotia	Hampton	29.46
Seigling	Allendale	29.46
Sellers	Marion	29.46
Seneca	Oconee	29.52
Sharon	York	29.52
Silver	Clarendon	29.46
Simpsonville	Greenville	29.52
Six Mile	Pickens	29.52
Smoaks	Colleton	29.46
Smyrna	York	29.52
Spartanburg	Spartanburg	29.52
Springfield	Orangeburg	29.46
Starr	Anderson	29.52
St Matthews	Calhoun	29.46
Summerton	Clarendon	29.46
Sumter	Sumter	29.46
Swansea	Lexington	29.52
Syracuse	Darlington	29.46
Tatum	Marlboro	29.46
Timmonsville	Florence	29.46
Trenton	Edgefield	29.52
Turbeville	Clarendon	29.46
Union	Union	29.52
Vance	Orangeburg	29.46

SOUTH CAROLINA—Continued

City	County	Basis middling white inch loan rate
Van Wyck	Lancaster	29.52
Wagener	Aiken	29.52
Walhalla	Oconee	29.52
Wallace	Hampton	29.46
Walterboro	Colleton	29.46
Waterloo	Laurens	29.52
Wattsville	do	29.52
Wedgefield	Sumter	29.46
Wellford	Spartanburg	29.52
Westminster	Oconee	29.52
West Union	do	29.52
Whitmire	Newberry	29.52
Whitney	Spartanburg	29.52
Williamston	Anderson	29.52
Williston	Barnwell	29.46
Windsor	Aiken	29.52
Winnsboro	Fairfield	29.52
Wisacky	Lee	29.46
Wolfton	Orangeburg	29.46
Woodruff	Spartanburg	29.52
York	York	29.52

TENNESSEE

Brownsville	Haywood	29.13
Chattanooga	Hamilton	29.32
Covington	Tipton	29.13
Decherd	Franklin	29.22
Dyersburg	Dyer	29.13
Elora	Lincoln	29.19
Fayetteville	do	29.19
Five Points	Lawrence	29.16
Halls	Lauderdale	29.13
Henderson	Chester	29.13
Humboldt	Gibson	29.13
Jackson	Madison	29.13
Knoxville	Knox	29.32
Lawrenceburg	Lawrence	29.16
Loretto	do	29.16
Memphis	Shelby	29.13
Milan	Gibson	29.13
Murfreesboro	Rutherford	29.19
Ripley	Lauderdale	29.13
Shelbyville	Bedford	29.19
South Pittsburg	Marion	29.27
Tiptonville	Lake	29.13
Winchester	Franklin	29.22

TEXAS

Abernathy	Hale	28.96
Abilene	Taylor	28.99
Ackerly	Dawson	28.95
Afton	Dickens	28.99
Aiken	Floyd	28.96
Alba	Wood	29.04
Alvarado	Johnson	29.00
Amarillo	Potter	28.96
Amherst	Lamb	28.95
Anson	Jones	28.99
Anton	Hockley	28.95
Aspermont	Stonewall	28.99
Athens	Henderson	29.04
Atlanta	Cass	29.04
Austin	Travis	29.00
Austonio	Houston	29.00
Avery	Red River	29.04
Baileyboro	Bailey	28.95
Bakersfield	Pecos	28.94
Ballinger	Runnels	28.99
Balmorhea	Reeves	28.94
Barry	Navarro	29.00
Bartlett	Bell	29.00
Bay City	Matagorda	29.00
Beaumont	Jefferson	29.04
Beckville	Panola	29.04
Belton	Bell	29.00
Bertram	Burnett	29.00
Big Spring	Howard	28.95
Bledsoe	Cochran	28.95
Bloomburg	Cass	29.04
Bogata	Red River	29.04
Bonham	Fannin	29.04
Bovina	Parmer	28.95
Brady	McCulloch	28.99
Breckenridge	Stephens	29.00
Brenham	Washington	29.00
Broadview	Lubbock	28.95
Brookshire	Waller	29.00
Brownfield	Terry	28.95
Brownsville	Cameron	28.96
Brownwood	Brown	29.00
Bryan	Brazos	29.00
Bula	Bailey	28.95
Burton	Washington	29.00
Bynum	Hill	29.00
Caldwell	Burleson	29.00
Calvert	Robertson	29.00
Cameron	Milam	29.00

TEXAS—Continued

City	County	Basis middling white inch loan rate
Camutillo	El Paso	28.89
Carthage	Panola	29.04
Celina	Collin	29.00
Center	Shelby	29.04
Chaison	Jefferson	29.04
Chappell Hill	Washington	29.00
Childress	Childress	28.99
Chillicothe	Hardeman	29.00
Clarksville	Red River	29.04
Cleburne	Johnson	29.00
Coble	Hockley	28.95
Coleman	Coleman	28.99
Colorado City	Mitchell	28.99
Commerce	Hunt	29.04
Cooper	Delta	29.04
Corpus Christi	Nueces	28.98
Corsicana	Navarro	29.00
Crockett	Houston	29.00
Crosbyton	Crosby	28.95
Cuero	De Witt	29.00
Cumby	Hopkins	29.04
Daingerfield	Morris	29.04
Dallas	Dallas	29.00
Dean	Clay	29.00
Do	Hockley	28.95
Do	Leon	29.00
Decatur	Wise	29.00
Dell City	Hudspeth	28.90
Denison	Grayson	29.04
Denton	Denton	29.00
Denver City	Yoakum	28.95
Deport	Lamar	29.04
Dimmitt	Castro	28.96
Dublin	Erath	29.00
Eden	Concho	28.99
Edgewood	Van Zandt	29.04
Edna	Jackson	29.00
El Campo	Wharton	29.00
Elgin	Bastrop	29.00
Elkhart	Anderson	29.00
El Paso	El Paso	28.89
Elysian Fields	Harrison	29.04
Emhouse	Navarro	29.00
Engelman Gardens	Hidalgo	28.96
Enloe	Delta	29.04
Ennis	Ellis	29.00
Enochs	Bailey	28.95
Fabens	El Paso	28.89
Fairfield	Freestone	29.00
Farwell	Parmer	28.95
Fatma	Harris	29.04
Floydada	Floyd	28.99
Forney	Kaufman	29.04
Fort Hancock	Hudspeth	28.89
Fort Stockton	Pecos	28.94
Fort Worth	Tarrant	29.00
Frisco	Collin	29.00
Gainesville	Cooke	29.04
Galveston	Galveston	29.04
Ganado	Jackson	29.00
Garland	Dallas	29.04
Gary	Panola	29.04
Gatesville	Coryell	29.00
Gilmer	Upshur	29.04
Gonzales	Gonzales	29.00
Grand Saline	Van Zandt	29.04
Grandview	Johnson	29.00
Granger	Williamson	29.00
Grapeland	Houston	29.00
Grassland	Lynn	28.95
Greenville	Hunt	29.04
Hale Center	Hale	28.96
Hamilton	Hamilton	29.00
Hamlin	Jones	28.99
Harlingen	Cameron	28.96
Hart	Castro	28.96
Haskell	Haskell	28.99
Hearne	Robertson	29.00
Hebron	Denton	29.00
Hedley	Donley	28.99
Henderson	Rusk	29.04
Hillsboro	Hill	29.00
Hoban	Reeves	28.94
Honey Grove	Fannin	29.04
Houston	Harris	29.04
Hubbard	Hill	29.00
Hughes Springs	Cass	29.04
Huntsville	Walker	29.00
Hutto	Williamson	29.00
Irene	Hill	29.00
Jacksonville	Cherokee	29.04
Jarrell	Williamson	29.00
Jayton	Kent	28.99
Jefferson	Marion	29.04
Jewett	Leon	29.00
Kaufman	Kaufman	29.04
Kenedy	Karnes	28.98
Kerens	Navarro	29.00
Killeen	Bell	29.00
Knox City	Knox	28.99
Krum	Denton	29.00
Ladonia	Fannin	29.04
La Grange	Fayette	29.00
Lamesa	Dawson	28.95
Levelland	Hockley	28.95
Lindale	Smith	29.04
Littlefield	Lamb	28.95
Lobo	Culberson	28.90
Lockhart	Caldwell	29.00
Lockney	Floyd	28.96
Longview	Gregg	29.04
Loraine	Mitchell	28.99
Lorenzo	Crosby	28.95
Lovelady	Houston	29.00
Lubbock	Lubbock	28.96
Lueders	Jones	28.99
McAdoo	Dickens	28.99
McCamey	Upton	28.94
McGregor	McLennan	29.00
McKinney	Collin	29.04
McLean	Gray	28.99
Madisonville	Madison	29.00
Marfa	Presidio	28.90
Marlin	Falls	29.00
Marshall	Harrison	29.04
Mart	McLennan	29.00
Maypearl	Ellis	29.00
Meadow	Terry	28.95
Memphis	Hall	28.99
Mercedes	Hidalgo	28.96
Mereta	Tom Green	28.99
Merkel	Taylor	28.99
Mexia	Limestone	29.00
Midland	Midland	28.95
Midlothian	Ellis	29.00
Mineola	Wood	29.04
Monahans	Ward	28.94
Morton	Cochran	28.95
Mt Pleasant	Titus	29.04
Muleshoe	Bailey	28.95
Munday	Knox	28.99
Nacogdoches	Nacogdoches	29.04
Naples	Morris	29.04
Navasota	Grimes	29.00
Needville	Fort Bend	29.04
New Boston	Bowie	29.04
New Braunfels	Comal	29.00
Necona	Montague	29.00
Norton	Runnels	28.99
Oiulen	Haskell	28.99
Odonnell	Lynn	28.95
Old Glory	Stonewall	28.99
Olton	Lamb	28.96
Omaha	Morris	29.04
Paducah	Cottle	28.99
Palestine	Anderson	29.00
Paris	Lamar	29.04
Patricia	Dawson	28.95
Peacock	Stonewall	28.99
Pecos	Reeves	28.94
Petersburg	Hale	28.96
Pettit	Hockley	28.95
Pilot Point	Denton	29.00
Pittsburg	Camp	29.04
Plains	Yoakum	28.95
Plainview	Hale	28.96
Plano	Collin	29.04
Port Arthur	Jefferson	29.04
Post	Garza	28.95
Presidio	Presidio	28.90
Princeton	Collin	29.04
Pyote	Ward	28.94
Quanah	Hardeman	29.00
Quitaque	Briscoe	28.96
Quitman	Wood	29.04
Ralls	Crosby	28.95
Raymondville	Willacy	28.96
Rice	Navarro	29.00
Roans Prairie	Grimes	29.00
Roaring Springs	Motley	28.99
Robstown	Nueces	28.98
Roby	Fisher	28.99
Rochelle	McCulloch	28.99
Rochester	Haskell	28.99
Rockwall	Rockwall	29.04
Roscoe	Nolan	28.99
Rosebud	Falls	29.00
Rosenberg	Fort Bend	29.04
Rotan	Fisher	28.99
Rowlett	Dallas	29.04
Royse City	Rockwall	29.04
Rule	Haskell	28.99
Salado	Bell	29.00
San Angelo	Tom Green	28.99
San Antonio	Bexar	28.98
San Augustine	San Augustine	29.04
San Marcos	Hays	29.00
Saragosa	Reeves	28.94
Schulenburg	Fayette	29.00
Seagraves	Gaines	28.95
Seguin	Guadalupe	29.00
Seymour	Baylor	29.00
Shallowater	Lubbock	28.95
Shamrock	Wheeler	28.99
Sherman	Grayson	29.04
Shiner	Lavaca	29.00
Shiro	Grimes	29.00
Silverton	Briscoe	28.96
Slaton	Lubbock	28.96
Snyder	Scurry	28.99
Southtop	Bexar	28.98
Spade	Lamb	28.95
Do	Mitchell	28.99
Spur	Dickens	28.99
Stamford	Jones	28.99
Stanton	Martin	28.95
Streetman	Freestone	29.00
Sudan	Lamb	28.95
Sugar Land	Fort Bend	29.04
Sulphur Springs	Hopkins	29.04
Sweetwater	Nolan	28.99
Swenson	Stonewall	28.99
Taft	San Patricio	28.98
Taboka	Lynn	28.95
Tarzan	Martin	28.95
Tatum	Rusk	29.04
Taylor	Williamson	29.00
Teague	Freestone	29.00
Temple	Bell	29.00
Temaha	Shelby	29.04
Terrell	Kaufman	29.04
Texarkana	Bowie	29.04
Texas City	Galveston	29.04
Timpson	Shelby	29.04
Tornillo	El Paso	28.89
Troup	Smith	29.04
Tulia	Swisher	28.96
Turkey	Hall	28.96
Twitty	Wheeler	28.99
Tyler	Smith	29.04
Valley Mills	Bosque	29.00
Van Horn	Culberson	28.90
Venus	Johnson	29.00
Vernon	Wilbarger	29.00
Victoria	Victoria	29.00
Waco	McLennan	29.00
Wall	Tom Green	28.99
Waxahachie	Ellis	29.00
Wellington	Collingsworth	28.99
Weslaco	Hidalgo	28.96
West	McLennan	29.00
Whiteface	Cochran	28.95
Whitewright	Grayson	29.04
Wichita Falls	Wichita	29.00
Wills Point	Van Zandt	29.04
Wilson	Lynn	28.95
Winnsboro	Wood	29.04
Winters	Runnels	28.99
Wolfe City	Hunt	29.04
Wolfforth	Lubbock	28.95
Yoakum	Lavaca	29.00
Yorktown	De Witt	29.00
Ysleta	El Paso	28.89

VIRGINIA

Boykins	Southampton	29.46
Brodnax	Brunswick	29.46
Kenbridge	Lunenburg	29.46
Norfolk	Norfolk	29.46

§ 1427.1503 Schedule of loan rates for eligible qualities of 1965-crop American-Egyptian extra long staple cotton.

Schedule of minimum loan rates (in cents per pounds, net weight) basis area of production for designated qualities of eligible 1965-crop American-Egyptian extra long staple cotton is as follows:

(In cents per pound, net weight)

Grade	Staple length (inches)					
	1⅜		1⅜		1½ and longer	
	Ariz. and Calif.	N. Mex. and Tex.	Ariz. and Calif.	N. Mex. and Tex.	Ariz. and Calif.	N. Mex. and Tex.
1	50.30	50.70	51.15	51.55	51.50	51.90
2	49.85	50.25	50.85	51.25	51.15	51.55
3	49.50	49.90	50.25	50.65	50.55	50.95
4	48.55	48.95	49.20	49.60	49.40	49.80
5	45.45	45.85	46.20	46.60	46.40	46.80
6	41.55	41.95	42.05	42.45	42.15	42.55
7	37.90	38.30	38.40	38.80	38.50	38.90
8	34.75	35.15	35.15	35.55	35.35	35.75
9	31.90	32.30	32.35	32.75	32.55	32.95

Effective date: This subpart shall become effective upon filing with the FEDERAL REGISTER for publication.

Signed at Washington, D.C., on June 24, 1965.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 65-6807; Filed, July 1, 1965; 8:45 a.m.]

SUBCHAPTER A—GENERAL REGULATIONS AND POLICIES

[Amdt. 3]

PART 1400—RULES OF CONTRACT DISPUTES BOARD FOR COMMODITY CREDIT CORPORATION

The rules of the Contract Disputes Board for Commodity Credit Corporation, as amended, are revised as follows:

Sec.
1400.1 Scope and purpose.
1400.2 Membership and participation.
1400.3 Authority and jurisdiction.
1400.4 Debarment.
1400.5 Manner of filing appeals.
1400.6 Procedure on appeals.
1400.7 Discovery: motion for production of documents, written interrogatories, and oral examinations.
1400.8 Hearings.
1400.9 Decisions.
1400.10 Legal advice, extensions of time and stenographic reporting of hearings.

AUTHORITY: The provisions of this Part 1400 isued under sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply secs. 9, 10, 62 Stat. 1072, 1073; 15 U.S.C. 714g, 714h.

SOURCE: §§ 1400.1 to 1400.10 appear at 14 F.R. 1865, April 19, 1949, 20 F.R. 8535, 28 F.R. 579, and 28 F.R. 13293, 29 F.R. 10495, except as otherwise noted.

§ 1400.1 Scope and purpose.

This part sets forth the organization, functions, and rules of procedure of the Contract Disputes Board for Commodity Credit Corporation (hereinafter referred to as the Board). The provisions of the Administrative Procedure Act (60 Stat. 237, as amended, sec. 1001–1011) are not applicable to proceedings before the Board except those requirements of section 1002 thereof with respect to publication of descriptions of organization, statements as to channeling and determination of functions, substantive rules, statements of general policy, or interpretations, and publication or availability for public inspection of final opinions or orders in the adjudication of cases.

§ 1400.2 Membership and participation.

(a) The Board was established on April 17, 1946, by the Board of Directors of the Commodity Credit Corporation (hereinafter referred to as the Corporation). The Board is composed of six members appointed by the Board of Directors of the Corporation, one of whom is designated to act as Chairman.

(b) Appeals to the Board shall be considered and decided by a panel of not less than three members designated by the the Chairman. If the Chairman is not a member of a panel, or is unable to act as "Presiding Officer," he shall name one of the members of the panel to serve as "Presiding Officer" who shall be responsible for the proper disposition of the appeal. The decision of a majority of the panel shall constitute the decision of the panel and of the Board.

(c) Hearings may be conducted by the Chairman, Presiding Officer, or any member of a panel acting alone or with one or more members. If a hearing is conducted by less than three members, the entire record shall be furnished to the remaining member or members of the panel designated by the Chairman for review and the panel shall consider and determine the appeal upon such record.

(d) A vacancy on the Board or panel shall not impair the powers or affect the duties of the Board. If a member of the panel is unable to serve, he shall be replaced by another member of the Board designated by the Chairman to serve on that panel. All communications shall be directed to the "Executive Secretary, Contract Disputes Board for Commodity Credit Corporation, U.S. Department of Agriculture, Washington, D.C., 20250."

§ 1400.3 Authority and jurisdiction.

(a) The Board has jurisdiction and the authority to act for and on behalf of the Corporation and its officers in the following cases:

(1) To consider and determine appeals by persons from findings of fact of Contracting Officers of the Corporation within the scope of any contract disputes provision which provides a method for final and conclusive determination of disputed questions of fact. The term "person" for the purpose of these rules means an individual or any form of business entity, e.g., a proprietorship, partnership, corporation, association, or cooperative.

(2) To consider and determine an appeal by any person on a contract claim against the Corporation involving doubtful or disputed questions of fact or law where settlement and adjustment cannot otherwise be effected under established policies and procedures.

(3) To consider and determine an appeal by any person against whom the Corporation has filed a contract claim where doubtful or disputed questions of fact or law are involved and the person has paid to the Corporation the amount of the claim under protest.

(4) To exercise the authority of the Executive Vice President or other officer of the Corporation, upon the request of the Executive Vice President or other officer, in connection with a contract claim by or against the Corporation, including the authority to settle or adjust any such claim.

(5) To hear and determine the issue of debarment and the period thereof, if any, on an appeal by a person debarred under the regulations of Commodity Credit Corporation relating to Suspension and Debarment. (Part 1407 of this chapter.)

(b) Where an appeal is within the jurisdiction of the Board, it will, in its discretion, hear, consider, and make decisions on all questions necessary for the complete adjudication of the issues.

(c) The decisions of the Board on all matters falling within its jurisdiction shall be final for administrative purposes within the U.S. Department of Agriculture (hereinafter referred to as the Department). Determinations of fact by the Board on appeals from findings of fact of an officer of the Corporation pursuant to a contract provision providing for appeal shall be final for all purposes, except as they may be subject to review in the courts as provided by the contract or by law.

(d) No person shall be required to appeal to the Board in matters arising under paragraph (a)(2), (3), and (4) of this section for the purpose of exhausting his administrative remedy before recourse to the courts, unless a contractual provision provides for such an appeal.

§ 1400.4 Debarment.

(a) Any person, upon written notice of debarment by the corporation, may appeal such debarment to the Board and obtain a hearing on the issue of debarment and the period thereof. The appeal shall be filed with the Executive Secretary of the Board.

(b) On receipt of an appeal from such a debarred person, the Secretary of the Board shall acknowledge receipt of the appeal and inform the appellant that an answer in writing shall be filed with the Board within such period of time as may be specified by the Board. Such answer shall: (1) Admit or deny the factual allegations contained in the notice of debarment; (2) summarize any affirmative defenses on which the appellant intends to rely in the proceedings before the Board. On receipt of such answer, the Board shall schedule the matter for a hearing before it and shall notify appellant, and the appropriate representatives of the Corporation, of the time, place and date set for such hearing.

(c) The proceedings before the Board on such appeal shall be conducted to the maximum extent practicable in the same manner as appeals to the Board on contract disputes: *Provided, however,* That all testimony received in proceedings under this section, shall be given under oath and witnesses shall be subject to cross-examination.

(d) On completion of the hearing and following determination of the issue of debarment by the Board, the appellant shall be given written notice of the Board's findings and decision. The decision of the Board in the proceedings under this section, shall be final and conclusive unless determined by a court of competent jurisdiction to have been

fraudulent, arbitrary, capricious, or so grossly erroneous as necessarily to imply bad faith, or not supported by substantial evidence.

§ 1400.5 Manner of filing appeals.

(a) An appeal by any person from the decision of a contracting officer, claims officer, or other officer of the Corporation, or from debarment action by an authorized official of the Corporation, shall be in writing, and need not be under oath. An original and five copies of the appeal should be filed with the Executive Secretary of the Board. The appeal must be submitted to the Board within the time provided by the contract or the regulations governing suspension and debarment, whichever is applicable. If no time for appeal is so provided, the person may file his appeal at any time prior to the claim being barred under the applicable statutory period of limitation. The filing of an appeal with the Board does not toll any statute of limitation.

(b) Each appeal shall clearly identify the decision from which the appeal is taken. The appeal should contain a full statement of the exact nature of the dispute, the specific relief sought by the appellant, the pertinent facts and reasons in support of the appellant's contentions and, if the appellant desires an oral hearing, a request that a hearing be held: *Provided, however,* That, in the case of an appeal from debarment action, the appeal shall be taken in the manner provided in § 1400.4(b) and the appellant shall be deemed to have requested an oral hearing unless the appellant has specifically waived his right thereto, in writing, prior to the date set therefor. Additional information supporting the appeal may be incorporated in the appeal, or be submitted within such period of time as may be specified by the Board in writing.

§ 1400.6 Procedure on appeal.

(a) Upon receipt of an appeal, the Executive Secretary of the Board shall furnish a copy of the appeal to the official of the Corporation from whose decision the appeal is taken, or his designee, who shall compile and submit to the Board an appeal file consisting of five (5) copies of all documents pertinent to the appeal, including, but not limited to the following as applicable: (1) Findings of fact and the decision from which the appeal is taken; (2) applicable contractual instruments; (3) correspondence between the parties; and (4) such additional information as such official or his designee may consider material and appropriate.

(b) The Executive Secretary of the Board shall afford the appellant an opportunity to examine such information and material in the appeal file as may be made available under regulations of the Department for the purpose of satisfying himself of the contents and furnishing or suggesting any additional documentation deemed pertinent to the appeal. Such examination shall be made at the office of the Board or such other place as the Board may direct. The Executive Secretary of the Board shall furnish a copy of such appeal file to the contracting officer or debarring official, or his designee, as the case may be. Within 30 days after receipt of the appeal file, the contracting officer or debarring official, or his designee, shall file with the Board five (5) copies of an answer to the appeal setting forth simple, concise, and direct statements of the Government's defenses with respect to each claim asserted. This answer shall set forth any affirmative defenses or counterclaims, as appropriate. The Executive Secretary to the Board shall serve a copy of the answer of the contracting officer, or debarring official, on the appellant.

(c) Defenses which go to the jurisdiction of the Board shall be raised by motion. Motions to dismiss for lack of jurisdiction should be filed without unreasonable delay. The Board, however, may dismiss the appeal at any time if it determines it lacks jurisdiction.

(d) The Board may, in its discretion, and within the proper scope of the appeal, permit either party to amend his appeal upon conditions just to both parties. When issues within the proper scope of the appeal, but not raised by the written appeal or the documentation contained in the appeal file are tried by express or implied consent of the parties, or by permission of the Board, they shall be treated in all respects as if they had been raised in the written appeal or documentation. If evidence is objected to at a hearing on the ground that it is not within the issues raised by the written appeal of the appeal file, it may be received if within the proper scope of the appeal: *Provided, however,* That the objecting party shall be granted a continuance if necessary to enable him to meet such evidence.

(e) Either party may furnish, or the Board may in its discretion require, the parties to submit pre-hearing briefs in any case in which a hearing is to be held. In any case where a pre-hearing brief is submitted, it shall be furnished in quadruplicate so as to be received by the Board within such period of time prior to the date set for hearing as the Board may direct, and a copy shall be furnished to the other party by the Executive Secretary of the Board.

(f) The Chairman or Presiding Officer may order, or permit upon request, briefs to be filed by each party after the conclusion of the hearing within such periods of time as he may allow.

§ 1400.7 Discovery: motion for production of documents, written interrogatories and oral examinations.

(a) At any stage of an appeal, upon motion of either party filed with the Board and notice thereof to the other party, and upon showing good cause therefor if requested by the opposing party or by the Board, the Board may request the other party to produce, for inspection and copying or photographing, any documents, papers, records, letters, photographs, or other tangible things, not privileged, relevant to the issues in the appeal, which are in the other party's possession, custody, or control. The Board, upon its own motion, may, at any time prior to rendering its decision, make a request upon either party to the proceeding for production of material or information, not privileged, relevant to the appeal or to obtain additional material or information from other sources, if available.

(b) After an appeal has been acknowledged by the Board and prior to oral hearing, either party, in accordance with the following procedures, may take the testimony of any person by oral examination or written interrogatories for use as evidence in the appeal proceedings:

(1) If either party desires to take the testimony of any person by written interrogatories, such party shall file such interrogatories in quadruplicate with the Executive Secretary of the Board who shall serve a copy upon the opposing party and upon the person to whom the interrogatories are directed if he is not a party. Within such time as may be fixed by the Board, the opposing party may file cross-interrogatories in quadruplicate with the Executive Secretary of the Board, who shall serve a copy upon the other party and upon the person to whom the interrogatories are directed if he is not a party.

(2) When either party desires to take the testimony of any person upon oral examination, such party shall file written notice in quadruplicate with the Executive Secretary, who shall serve a copy upon the opposing party and upon the person to be examined if he is not a party. The opposing party shall be given at least 20 days notice, unless otherwise stipulated by the parties or directed by the Board, of the time and place where the oral examination will be conducted and the name and address of the witness. The witness shall testify under oath, and the reporter taking the oral testimony shall certify that the record is a true record of the testimony given by the witness.

(3) Since the Board does not have subpoena power, the party desiring to take testimony by deposition of any person by oral examination or written interrogatories shall be responsible for assuring that the witness answers the written interrogatories and cross-interrogatories, or that he appears and furnishes testimony in answer to the questions submitted on oral examination, except that where the witness is a party or an officer, director, official, or employee of a party, such party shall be responsible for assuring that the witness answers the interrogatories and cross-interrogatories or questions submitted on oral examination. The party desiring to take the testimony of any person by written interrogatories or upon oral examination, shall pay the cost of the reporter and the transcript of the oral examination or any cost of answering written interrogatories. The party desiring to take the testimony of any person upon oral examination shall pay the cost of travel and other expenses of the witness if the parties and the witness agree to take his testimony at a place other than his usual place of residence or business.

(c) The Board, upon motion seasonably made by any party, by the person to be examined or to whom written interrogatories are addressed, or upon its own motion, may, upon notice and for good cause, refuse to permit any proceedings to be conducted under paragraphs (a)

and (b) of this section or the Board may direct that such proceedings be conducted only under, and in accordance with, such limitations as to documents, persons, time, place, and scope as it deems necessary and appropriate.

(d) In the event of failure of a party to comply with a request of the Board for production under paragraph (a) of this section, or failure of a party to make available an officer, director, official, or employee of such party, for answering written interrogatories or questions on oral examination under paragraph (b) of this section, without showing an excuse or explanation for such failure satisfactory to the Board, the Board may (1) decide the fact or issue relating to the material which the Board has requested to be produced, or the subject matter of the probable testimony of the witness, in accordance with the claim of the other party or in accordance with other evidence available to the Board; (2) dismiss the appeal if the appellant is the disobedient party; or (3) make such other ruling as the Board determines is just and proper.

§ 1400.8 Hearings.

(a) *Opportunity for hearing.* Upon timely written request by either party, or upon motion of the Board, the Board in its discretion may afford an opportunity for an oral hearing before it: *Provided, however,* That, in the case of appeals from debarment actions under § 1400.4, an oral hearing shall be held unless waived in writing by the debarred person.

(b) *Submission without hearing.* In the absence of an oral hearing, the Board will make its findings of fact and render its decision based on the facts in the written record.

(c) *Notice of hearing.* If an oral hearing has been requested by either party or ordered by the Board on its own motion, the time shall be fixed and the place where such hearing will be conducted shall be specified and the Executive Secretary shall serve upon the parties at least 15 days' notice thereof in writing, unless the parties shall stipulate a shorter time.

(d) *Place of hearing.* Oral hearings, when granted, shall be held in Washington, D.C., unless otherwise directed by the Board or Panel.

(e) *Representation before the Board.* The Petitioner may handle his appeal without assistance or may be represented by an attorney or other qualified representative.

(f) *Conduct of hearings.* (1) Oral hearings before the Board will be as informal as may be reasonably permitted under the circumstances. The strict rules of evidence as required in courts of law will not be applied in the conduct of the hearing. The Board will receive matter deemed material and relevant to the issues raised in the appeal but may exclude that which it considers remote, speculative, or cumulative.

(2) The decision or findings appealed from shall be accepted by the Board as prima facie correct, and the Petitioner shall have the burden of presenting evidence to refute the findings and decision.

(3) On appeals from debarment by the Corporation for causes specified in paragraph (a) or (b) of § 1407.5 of this chapter, the Board may accept as final on the issues involved therein a decision by a court of competent jurisdiction convicting a person of a criminal offense or adjudging him liable to the United States or the Corporation, or a decision by an agency of the United States Government other than the Corporation debarring or otherwise forbidding a person from contracting with or otherwise participating in contracts or programs administered or financed by such agency, and may exclude any evidence offered to the contrary. The Board may, however, receive evidence relevant to the question of whether such offense, basis of liability, or reason for the action taken by such other agency were sufficient cause for the debarment, and the period thereof, imposed by the Corporation.

(4) Either party, at his own expense, may invite witnesses to appear and testify. The Board may also invite such witnesses as it deems necessary. Witnesses may, in the discretion of the Board, be required to testify under oath and be subject to cross-examination. Such requirement shall be mandatory in appeals from debarment action by the Corporation, as stated in § 1400.4(c). A party shall exercise reasonable effort to make available any officer, director, official or employee of such party who resides or has his principal place of business within 100 miles of the place of the hearing and whose testimony is desired by the opposing party or by the Board. In the event of failure of a party to make such a person available at a hearing upon request of the opposing party or the Board, without an excuse or explanation satisfactory to the Board, the Board may take any action authorized in § 1400.7(c) which it determines just and proper.

(5) In the event of the unexcused absence of a party at the time and place set for hearing, the hearing will proceed and the appeal will be deemed as having been submitted without oral testimony or argument by that party.

§ 1400.9 Decisions.

(a) The Board shall make specific findings of fact and shall render a decision based thereon where the appeal arises under the authority of a disputes article in a contract or in an appeal from a debarment.

(b) A motion for reconsideration may be made to the Board within 30 days from the date of the decision. Request for reconsideration of a decision, as for a hearing or rehearing, may be granted if, in the judgment of the Board, sufficient reason therefor appears.

(c) If the determination of the Board results in the settlement of adjustment of a claim by or against the Petitioner, the Board will prepare a settlement agreement which will be executed on behalf of the Corporation by the Executive Secretary of the Board upon direction of the Board.

(d) Decisions of the Board may be examined and copied by interested persons at the Board office.

§ 1400.10 Legal advice, extensions of time and stenographic reporting of hearings.

(a) If any matter involves any doubtful questions of law, the Board will obtain the advice of the Office of the General Counsel, U.S. Department of Agriculture, with respect thereto. A copy of the memorandum or other document supplied to the Board may, in the discretion of the Board and with the concurrence of the Office of the General Counsel, be made available to any party involved in the matter.

(b) Upon timely written request of either party, the Board may, in its discretion, grant an extension of the times set forth in this part except that no extension will be made of the time allowed within which to file an appeal.

(c) Hearings will be stenographically reported and transcripts thereof shall be made when deemed necessary by the Board. One copy of any such transcript will be made available to the Petitioner free of cost.

Effective date. Date of publication.

Signed at Washington, D.C., on June 25, 1965.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

W. E. UNDERHILL,
Chairman, Contract Disputes Board for Commodity Credit Corporation.

[F.R. Doc. 65-6967; Filed, July 1, 1965; 8:46 a.m.]

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

SUBCHAPTER C—REGULATIONS AND STANDARDS UNDER THE AGRICULTURAL MARKETING ACT OF 1946

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—United States Standards for Grades of Mixed Nuts in the Shell [1]

On April 27, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 5850) regarding the issuance of U.S. Standards for Grades of Mixed Nuts in the Shell (7 CFR, 51.3520–51.3523).

Statement of considerations leading to the revision of grade standards. Following their publication in the FEDERAL REGISTER, copies of the proposed standards were distributed to all known members of the mixed nut industry. The industry responses generally favored the standards and indicated the need for recognized standards for use as an aid in marketing in-shell mixed nuts.

[1] Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug and Cosmetic Act or with applicable State laws and regulations.

The principal adverse comments received from the industry on the proposal concerned terminology of grade designations and the restriction of 6 percent serious damage in pecans in the U.S. Extra Fancy and U.S. Fancy grades.

Since practically all members of the industry recommended a change in the grade designations, U.S. No. 1 Large Mixed is changed to U.S. Extra Fancy, U.S. No. 1 Medium Mixed to U.S. Fancy and U.S. Commercial Mixed to U.S. Commercial or U.S. Select.

The industry has requested that the proposed 6 percent tolerances for serious damage by internal defects in pecans be increased in the U.S. Extra Fancy and the U.S. Fancy grades. Serious damage is not the lowest category of defects in the pecan standards, and recently acquired data have thrown additional light on the percentage of defects of this nature commonly found in commercial lots. Consequently, the mixed nut standards are changed to permit 10 percent serious damage by internal defects. This percentage may include not more than 6 percent for very serious damage. The 6 percent tolerance for serious damage in the U.S. No. 1 grade may all be used for very serious damage.

The U.S. No. 1 grade for pecans also provides a limited tolerance of 3 percent for pecans seriously damaged by external defects. This tolerance, which was unintentionally omitted from the published proposal, is added.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the following U.S. Standards for Grades of Mixed Nuts in the Shell are hereby promulgated pursuant to the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended; 7 U.S.C. 1621–1627).

GENERAL

Sec.
51.3520 General.

GRADES

51.3521 U.S. Extra Fancy.
51.3522 U.S. Fancy.
51.3523 U.S. Commercial or U.S. Select.

AUTHORITY: The provisions of this subpart issued under secs. 203, 205, 60 Stat. 1087, as amended; 1090 as amended; 7 U.S.C. 1622, 1624.

GENERAL

§ 51.3520 General.

Any lot of mixed nuts in the shell which is classified as meeting the requirements of a U.S. Mixed Nut grade must conform to the mixture, size, and grade as set forth in one of the following grades. Each species of nut shall be graded individually in accordance with U.S. Standards currently in effect for that species. The percentages in the mixture shall be determined on the basis of weight, and each species must conform to the minimum and maximum percentages specified in the mixture as set forth in §§ 51.3521—51.3523. A composite sample shall be drawn to determine mixture, size, and grade. When any species in the lot fails to meet the requirements as to mixture, size, or grade, the entire lot will fail to meet the U.S. Mixed Nut grade requirements.

Grades

§ 51.3521 U.S. Extra Fancy.

Species of nut	Allowable mixture		Minimum size	Grade
	Minimum percent	Maximum percent		
Almonds	10	40	28/64 inch	U.S. No. 1.
Brazils	10	40	Large	U.S. No. 1.
Filberts	10	40	Large	U.S. No. 1.
Pecans	10	40	Extra Large	At least 80 percent U.S. No. 1 external and internal quality, with not more than 3 percent serious damage caused by external defects, and not more than 10 percent serious damage caused by internal defects, including not more than 6 percent very serious damage.
Walnuts	10	40	Large	U.S. No. 1.

§ 51.3522 U.S. Fancy.

Species of nut	Allowable mixture		Minimum size	Grade
	Minimum percent	Maximum percent		
Almonds	10	40	25/64 inch	U.S. No. 1.
Brazils	10	40	Medium	U.S. No. 1.
Filberts	10	40	Large	U.S. No. 1.
Pecans	10	40	Large	At least 80 percent U.S. No. 1 external and internal quality, with not more than 3 percent serious damage caused by external defects, and not more than 10 percent serious damage caused by internal defects, including not more than 6 percent very serious damage.
Walnuts	10	40	Medium	U.S. No. 1.

§ 51.3523 U.S. Commercial or U.S. Select.

Species of nut	Allowable mixture		Minimum size	Grade
	Minimum percent	Maximum percent		
Almonds	5	40	25/64 inch	U.S. No. 1.
Brazils	5	40	Medium	U.S. No. 1.
Filberts	5	40	Medium	U.S. No. 1.
Pecan	5	40	Medium	U.S. Commercial or better.
Walnut	5	40	Baby	U.S. No. 2 or better.

The U.S. Standards for Grades of Mixed Nuts in the Shell contained in this subpart shall become effective August 1, 1965.

Dated: June 28, 1965.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 65-6913; Filed, July 1, 1965; 8:45 a.m.]

SUBCHAPTER K—FEDERAL SEED ACT

PART 201—FEDERAL SEED ACT REGULATIONS

Change of Agency Name

Pursuant to the provisions of section 402 of the Federal Seed Act (7 U.S.C. 1592), the following sections of the regulations thereunder (7 CFR Part 201, as amended) are amended by changing the phrase "Agricultural Marketing Service" wherever it appears therein to "Consumer and Marketing Service": §§ 201.3, 201.24, 201.28, 201.34(e), 201.37, 201.44, 201.105, 201.151, 201.152, 201.154(m), 201.155 (3 instances), 201.157, and 201.158 (2 instances).

Statement of considerations. These amendments are of an organizational nature. They merely reflect the change in the name of the agency that administers the Federal Seed Act and make no substantive change in the regulations. It is found under section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that notice and other public procedure regarding the amendments are unnecessary, and good cause is found for making the amendments effective in less than 30 days after the publication thereof in the FEDERAL REGISTER.

These amendments shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 7 U.S.C. 1592; 29 F.R. 16210, 30 F.R. 1260, 2160)

Done at Washington, D.C., this 29th day of June 1965.

CLARENCE H. GIRARD,
Deputy Administrator,
Consumer and Marketing Service.

[F.R. Doc. 65-6993; Filed, July 1, 1965; 8:48 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 722—COTTON

Subpart—1965 Crop of Extra Long Staple Cotton—National Marketing Quota; National Allotment and Apportionment to the States and Counties; Referendum Date

COUNTY NORMAL YIELDS

(a) Section 722.356 is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (52 Stat. 31, as amended; 7 U.S.C. 1281 et seq.). This section establishes county normal yields for the 1965 crop of extra long staple cotton.

(b) County normal yields are established in accordance with § 722.4(b) (24) of the marketing quota regulations for the 1964 and succeeding crops of upland and extra long staple cotton (29 F.R. 9767).

Adjustments for abnormal weather conditions or changes in production practices are made for the 1965 crop of extra long staple cotton as follows:

(1) For any year of the 5-year period (1959–1963) for which the yield is less than 80 percent of the simple 5-year average yield, an adjusted annual yield equal to 80 percent of the 5-year average yield is substituted therefor.

(2) For any year of the 5-year period for which the yield is more than 140 percent of the simple 5-year average yield, an adjusted annual yield equal to 140 percent of the 5-year average yield is substituted therefor.

(3) An adjusted 5-year average yield is calculated by averaging the annual yields so adjusted under items 1 and 2.

(4) The 1965 county normal yield is the largest of the adjusted 5-year average yield, the unadjusted county 5-year average yield or 95 percent of the 1964 approved county normal yield.

(c) In order to provide for orderly administration of the extra long staple cotton marketing quota program by the Agricultural Stabilization and Conservation State and county committees, it is essential that § 722.356 be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the notice, public procedure and the 30-day effective date requirements of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) is impracticable and contrary to the public interest and § 722.356 shall be effective upon filing this document with the Director, Office of the Federal Register.

§ 722.356 County normal yields for the 1965 crop of extra long staple cotton.

The following table sets forth the county normal yields which are established for the 1965 crop of extra long staple cotton.

ARIZONA

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Cochise	662	Pima	642
Gila	479	Pinal	539
Graham	641	Santa Cruz	597
Maricopa	529	Yuma	589

CALIFORNIA

Imperial	466	Riverside	513

FLORIDA

Alachua	170	Marion	215
Lake	142	Seminole	165
Madison	141	Sumter	156

GEORGIA

Berrien	278	Lanier	277
Cook	295		

NEW MEXICO

Chaves	404	Luna	422
Dona Ana	474	Otero	372
Eddy	408	Sierra	407
Hidalgo	413		

TEXAS

Brewster	374	Pecos	440
Culberson	567	Presidio	419
El Paso	563	Reeves	464
Hudspeth	476	Ward	458
Loving	448		

PUERTO RICO

Area	Normal yield (pounds per acre)
North	166

(Sec. 301, 78 Stat. 173; 7 U.S.C. 1301)

Effective date: Date of filing this document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on June 25, 1965.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 65-6914; Filed, July 1, 1965; 8:45 a.m.]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 813.4; Amdt. 1]

PART 813—ALLOTMENT OF SUGAR QUOTAS, DOMESTIC BEET SUGAR AREA

1965; Miscellaneous Amendments

Basis and purpose. This amendment is issued under section 205(a) of the Sugar Act of 1948, as amended (61 Stat. 922), hereinafter called the "Act", for the purpose of amending Sugar Regulation 813.4 (30 F.R. 435) which established allotments for the Domestic Beet Sugar Area for the calendar year 1965.

This amendment is necessary to substitute more up to date estimates for estimated data on 1964 crop sugar production, 1964 sugar marketings and January 1, 1965, sugar inventories on the basis of data which have become a part of the official records of the Department and to establish allotments equal to 90 percent of the Domestic Beet Sugar Area Quota on the basis of such revised data.

Effective date. Allotments established in this order are revised for all processors from the allotments established in S.R. 813.4 (30 F.R. 435). To afford adequate opportunity for each processor to revise marketing plans so that the permitted marketings can be made in an orderly manner, it is imperative that this amendment become effective as soon as possible. Accordingly, it is hereby found that compliance with the 30-day effective date requirement of the Administrative Procedure Act (60 Stat. 237) is impracticable and contrary to the public interest and consequently, this amendment shall be effective upon publication in the FEDERAL REGISTER.

In accordance with paragraph (5) of the findings and conclusions set forth in S.R. 813.4 (30 F.R. 435) and pursuant to paragraph (e) of such regulation, paragraphs (3) and (4) of such findings and conclusions are amended as follows.

1. The table included in Part II of paragraph (3) of the findings and conclusions is amended to read as follows:

Processor	Crop year	Reserve acreage		Quantity of sugar related to reserve acreage		
				Allotted	Planted [1]	
		Allotted	Planted [1]	Short tons, raw value	Short tons, raw value	Hundredweight refined equivalent
Reserve allocated and processing started in 1963						
Spreckels Sugar Co., Division of American Sugar Co.	1963	19,000	17,141	45,700	41,229	770,632
	1964	19,000	18,828	45,700	45,286	846,467
Reserve allocated and processing started in 1964						
Buckeye Sugars Inc.	1964	2,415	1,569	4,430	3,428	64,075
	1965	2,415	2,415	4,430	4,430	82,840
Holly Sugar Corp.	1964	24,730	19,850	50,000	40,134	750,168
	1965	24,730	24,730	50,000	50,000	934,580
Michigan Sugar Co.	1964	4,030	3,530	6,850	6,000	112,150
	1965	4,030	3,039	6,850	5,166	96,561
Utah-Idaho Sugar Co.	1964	8,140	4,060	18,020	8,988	168,000
	1965	8,140	7,134	18,020	15,793	295,196
Reserve allocated and processing to start in 1965						
American Crystal Sugar Co.	1965	31,000	31,000	50,000	50,000	934,580
Empire Sugar Co.	1965	29,800	23,035	50,000	39,042	729,757

[1] 1964 and 1965 data subject to revision.

2. Tables 1 and 2 of paragraph (4) of the findings and conclusions are amended to read as follows:

TABLE 1

Processor	Estimated processings of sugar from 1964-crop beets		Average marketings within the quota 1960–64		Base allotments		Jan. 1, effective inventories hundredweight, refined [3]			Adjustments to base allotments [4]		Tentative allotments
	Hundredweight refined [1]	Percent of total	Hundredweight refined [2]	Percent of total	Percent of total (col. 2× 0.75+col. 4×0.25)	Short tons, raw value (col. 5× quota)	1965 estimated	1960–64 average adjusted to col. 7 total	Inventory imbalances col. 7—col. 8	Hundredweight refined	Short tons, raw value	Short tons, raw value (col. 6+or —col. 11)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Amalgamated Sugar Co., The	7,655,199	12.2717	6,631,252	13.3479	12.5408	332,331	6,333,602	7,228,730	−895,128	−140,754	−7,530	324,801
American Crystal Sugar Co	6,693,860	10.7306	6,057,223	12.1924	11.0960	294,044	5,150,394	6,021,936	−871,542	−137,045	−7,332	286,712
Buckeye Sugars, Inc	349,938	.5610	352,257	.7091	.5980	15,847	93,540	192,387	−98,847	−15,543	−832	15,015
Empire Sugar Co	182,439	.2925	182,439	.3672	.3112	8,247	0	0	0	0	0	8,247
Great Western Sugar Co., The	14,850,757	23.8065	12,492,164	25.1452	24.1412	639,742	12,942,069	13,933,076	−991,007	−155,831	−8,337	631,405
Holly Sugar Corp	10,250,000	16.4312	7,683,347	15.4668	16.1901	429,038	8,491,690	7,468,646	+1,023,044	+69,045	+3,694	432,732
Layton Sugar Co	348,281	.5583	264,061	.5315	.5516	14,617	300,097	305,430	−5,333	−839	−45	14,572
Michigan Sugar Co	1,950,569	3.1268	1,666,344	3.3541	3.1836	84,365	1,553,194	1,663,309	−110,115	−17,315	−926	83,439
Monitor Sugar Co., Division Robert Gage Coal Co	952,068	1.5262	775,854	1.5617	1.5351	40,680	815,511	842,416	−26,905	−4,231	−226	40,454
National Sugar Manufacturing Co., The	[5] 183,382	.2940	219,706	.4422	.3310	8,772	[5] 98,769	191,353	−92,584	−14,558	−779	7,993
Spreckels Sugar Co., Division of American Sugar Co	9,600,000	15.3893	6,135,083	12.3492	14.6293	387,677	6,627,493	4,426,762	+2,200,731	+439,514	+23,514	411,191
Union Sugar Division, Consolidated Foods Corp	3,250,000	5.2099	2,079,517	4.1858	4.9539	131,278	2,685,374	2,129,162	+556,212	+85,824	+4,591	135,869
Utah-Idaho Sugar Co	6,114,621	9.8020	5,140,376	10.3469	9.9382	263,362	4,865,442	5,553,968	−688,526	−108,267	−5,792	257,570
Total	62,381,114	100.0000	49,680,223	100.0000	100.0000	2,650,000	49,957,175	49,957,175	±3,779,987	±594,383	±31,799	2,650,000

[1] Includes 25 percent of the quantity pursuant to reserve allocations for new facilities beginning with the 1965 crop equal to 233,645 cwts. for American Crystal and 182,439 cwts. for Empire Sugar Co.

[2] The following quantities pursuant to reserve allocations have been added to average marketings: 233,645 cwts. for American Crystal; 60,871 cwts. for Buckeye; 182,439 cwts. for Empire Sugar Co.; 712,660 cwts. for Holly; 106,542 cwts. for Michigan; 282,992 cwts. for Spreckels and 159,600 cwts. for Utah-Idaho.

[3] All production attributed to reserve acreage has been deducted from inventories as follows: Jan. 1, 1965, estimated effective inventories were reduced 48,056 cwts. for Buckeye; 562,626 cwts. for Holly; 84,112 cwts. for Michigan; 423,234 cwts. for Spreckels and 126,000 cwts. for Utah-Idaho. The 1960–64 average Jan. 1 effective inventory was reduced 77,063 cwts. for Spreckels.

[4] Plus (+) adjustments in col. 10=(Extent (+) quantity in col. 9 exceeds 10 percent of col. 8)×(25 percent); (−) adjustments in col. 10=the total of (+) adjustments in col. 10, prorated to processors on the basis of minus (−) quantities in col. 9. Plus (+)and minus (−) adjustments in col. 11=(col. 10 adjustments)×(0.0535).

[5] Prior to the application of the "hardship" provision, estimated 1964-crop processings were 146,706 cwts. and Jan. 1, 1965, effective inventory was 62,093 cwts. for the National Sugar Manufacturing Co.

TABLE 2

Processor	Estimated processings of sugar from 1964-crop beets		Average marketings within the quota 1960–64		Base allotments		Jan. 1, effective inventories hundredweight, refined [4]			Adjustments to base allotments [5]		Tentative allotments
	Hundredweight refined [1]	Percent of total	Hundredweight refined [2]	Percent of total	Percent of total (col. 2× 0.75+col. 4×0.25)	Short tons, raw value [3]	1965 estimated	1960–64 average adjusted to col. 7 total	Inventory imbalances col. 7—col. 8	Hundredweight refined	Short tons, raw value	Short tons, raw value (col. 6+ or— col. 11)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Amalgamated Sugar Co., The	7,655,199	12.6642	6,631,252	13.8824	12.9687	329,708	6,333,602	7,228,730	−895,128	−140,754	−7,530	322,178
American Crystal Sugar Co	6,460,215	10.6873	5,823,578	12.1915	11.0634	293,769	5,150,394	6,021,936	−871,542	−137,045	−7,332	286,437
Buckeye Sugars, Inc	285,863	.4729	288,182	.6033	.5055	16,531	93,540	192,387	−98,847	−15,543	−832	15,699
Empire Sugar Co	0	.0000	0	.0000	.0000	9,761	0	0	0	0	0	9,761
Great Western Sugar Co., The	14,850,757	24.5681	12,492,164	26.1521	24.9641	634,671	12,942,069	13,933,076	−991,007	−155,831	−8,337	626,334
Holly Sugar Corp	9,499,832	15.7159	6,933,779	14.5157	15.4157	434,519	8,491,690	7,468,646	+1,023,044	+69,045	+3,694	438,213
Layton Sugar Co	348,281	.5762	264,061	.5528	.5704	14,501	300,097	305,430	−5,333	−839	−45	14,456
Michigan Sugar Co	1,838,419	3.0413	1,554,194	3.2537	3.0944	84,462	1,553,194	1,663,309	−110,115	−17,315	−926	83,536
Monitor Sugar Co., Division Robert Gage Coal Co	952,068	1.5750	775,854	1.6242	1.5873	40,354	815,511	842,416	−26,905	−4,231	−226	40,128
National Sugar Manufacturing Co., The	[6] 183,382	.3034	219,706	.4600	.3426	8,710	[6] 98,769	191,353	−92,584	−14,558	−779	7,931
Spreckels Sugar Co., Division of American Sugar Co	9,176,766	15.1814	5,732,704	12.0013	14.3864	388,394	6,627,493	4,426,762	+2,200,731	+439,514	+23,514	411,908
Union Sugar Division, Consolidated Foods Corp	3,250,000	5.3766	2,079,517	4.3534	5.1208	130,188	2,685,374	2,129,162	+556,212	+85,824	+4,591	134,779
Utah-Idaho Sugar Co	5,946,621	9.8377	4,972,376	10.4096	9.9807	264,432	4,865,442	5,553,968	−688,526	−108,267	−5,792	258,640
Total	60,447,403	100.0000	47,767,367	100.0000	100.0000	2,650,000	49,957,175	49,957,175	±3,779,987	±594,383	±31,799	2,650,000

[1] The following quantities pursuant to reserve allocations were deducted from estimated 1964 crop processings: 64,075 cwts. for Buckeye; 750,168 cwts. for Holly; 112,150 cwts. for Michigan; 423,234 cwts. for Spreckels and 168,000 cwts. for Utah-Idaho.

[2] The following quantities pursuant to reserve allocation were deducted from 1960–64 average marketings: 3,204 cwts. for Buckeye; 37,508 cwts. for Holly; 5,608 cwts. for Michigan; 119,387 cwts. for Spreckels and 8,400 cwts. for Utah-Idaho.

[3] Column (5)×(quota less total reserve allocation of 107,664 tons) plus individual reserve allocation of 12,500 tons for American Crystal; 3,679 tons for Buckeye; 9,761 tons for Empire; 42,600 tons for Holly; 5,792 tons for Michigan; 22,643 tons for Spreckels and 10,089 tons for Utah-Idaho.

[4] All production attributed to reserve acreage has been deducted from inventories as follows: Jan. 1, 1965, estimated effective inventories were reduced 48,056 cwts. for Buckeye; 562,626 cwts. for Holly; 84,112 cwts. for Michigan; 423,234 cwts. for Spreckels and 126,000 cwts. for Utah-Idaho. The 1960–64 average Jan. 1 effective inventory was reduced 77,063 cwts. for Spreckels.

[5] Plus (+) adjustments in col. 10=(Extent (+) quantity in col. 9 exceeds 10 percent of col. 8)×(25 percent), minus adjustments in col. 10=the total of (+) adjustments in col. 10, prorated to processors on the basis of minus (−) quantities in col. 9. Plus (+) and minus (−) adjustments in col. 11=(col. 10 adjustments)×(0.0535).

[6] Prior to the application of the "hardship" provision, estimated 1964-crop processings were 146,706 cwts. and Jan. 1, 1965, effective inventory was 62,093 cwts. for the National Sugar Manufacturing Co.

Pursuant to the provisions of section 205(a) of the Act and in accordance with paragraph (e) of § 813.4 of this chapter, paragraph (a) of such § 813.4 is amended to read as follows:

§ 813.4 Allotment of the 1965 Sugar Quota for the Domestic Beet Sugar Area.

(a) *Allotments.* For the period January 1, 1965, until the date allotments of the entire 1965 calendar year sugar quota for the Domestic Beet Sugar Area are prescribed, 90 percent of the 1965 quota for the Domestic Beet Sugar Area is hereby allotted to the following proces-

sors in the quantities which appear opposite their respective names:

Processor	Short tons, raw value	Equivalent in hundredweight refined beet sugar
Amalgamated Sugar Co., The	291,141	5,441,888
American Crystal Sugar Co	257,916	4,820,860
Buckeye Sugars, Inc	13,821	258,336
Empire Sugar Co	8,104	151,477
Great Western Sugar Co., The	565,982	10,579,103
Holly Sugar Corp	391,925	7,325,701
Layton Sugar Co	13,063	244,168
Michigan Sugar Co	75,139	1,404,467
Monitor Sugar Division, Robert Gage Coal Co	36,262	677,794
National Sugar Manufacturing Co., The	7,166	133,944
Spreckels Sugar Co., Division of American Sugar Co	370,395	6,923,271
Union Sugar Division, Consolidated Foods Corp	121,792	2,276,486
Utah-Idaho Sugar Co	232,294	4,341,944
Subtotal	2,385,000	44,579,439
Unallotted	265,000	4,953,271
Total	2,650,000	49,532,710

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies secs. 205, 209; 61 Stat. 926; as amended, 928; 7 U.S.C. 1115, 1119)

Done at Washington, D.C., this 25th day of June 1965.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 65-6915; Filed, July 1, 1965; 8:45 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 78—BRUCELLOSIS

Changes in List of Public Stockyards

Pursuant to the provisions of sections 4, 5, and 13 of the Act of May 29, 1884, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 114a-1, 120, 121, 125), § 78.14(a) of Part 78, Title 9, Code of Federal Regulations, is hereby amended in the following respects:

1. The following stockyard name is added in alphabetical order to the list of public stockyards set forth in § 78.14(a):

MINNESOTA

Pipestone Livestock Auction Market—Pipestone.

2. The following stockyard names are deleted from the list of public stockyards set forth in § 78.14(a):

ALABAMA

W. H. Hodges, Inc.—Montgomery.

ARIZONA

Tovrea Stock Yards—Tovrea.

IDAHO

Boise Valley Livestock Commission Co.—Caldwell.

3. The following stockyard names set forth in § 78.14(a) are amended to read:

ARKANSAS

Former name	*New name*
Producers Stockyards, Inc., North Little Rock.	Arkansas National Stockyards, North Little Rock.

WASHINGTON

Old Spokane Union Stockyards, Spokane.	Stockland Union Stockyards, Spokane.

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 2, 65 Stat. 693; 21 U.S.C. 111-113, 114a-1, 120, 121, 125; 29 F.R. 16210; 9 CFR 78.16)

Effective date. The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

The foregoing amendment adds the name of one stockyard to the list of public stockyards set forth in 9 CFR 78.14(a), as Federal inspection is now being maintained at this stockyard. The amendment also deletes the names of three stockyards from such list, because Federal inspection is no longer maintained at these stockyards. In addition, the amendment reflects recent changes in the names of two other stockyards.

Inasmuch as notice and other public procedure regarding the amendment would not make additional information available to the Department and since interested persons should be informed promptly of such changes, it is found upon good cause under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that notice and other public procedure regarding the amendment are impracticable and contrary to the public interest, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 29th day of June 1965.

DONALD MILLER,
Acting Director, Animal Disease Eradication Division, Agricultural Research Service.

[F.R. Doc. 65-6995; Filed, July 1, 1965; 8:48 a.m.]

Chapter III—Consumer and Marketing Service—Meat Inspection, Department of Agriculture

SUBCHAPTER A—MEAT INSPECTION REGULATIONS

PART 318—REINSPECTION AND PREPARATION OF PRODUCTS

Approval of Substances for Use in Preparation of Meat Food Products; Glucono Delta Lactone

On March 10, 1965, there was published in the FEDERAL REGISTER (30 F.R. 3273) a notice of proposed amendment to § 318.7 of the Federal Meat Inspection Regulations (9 CFR 318.7) to permit the use of glucono delta lactone in certain meat products. After due consideration of all relevant matters in connection with such notice and under the authority of the Meat Inspection Act as amended and extended (21 U.S.C. 71-96) and section 306 of the Tariff Act of 1930, as amended (19 U.S.C. 1306), the chart in subparagraph (4) of paragraph (b) of § 318.7 of said regulations is amended by inserting the following information with respect to glucono delta lactone, as indicated below in the portion of the chart relating to "Curing agents":

§ 318.7 Approval of substances for use in preparation of meat food products.

* * * * * * *

(b) * * *

(4) * * *

Class of substance	Substance	Purpose	Products	Amounts
* * *	* * *	* * *	* * *	* * *
Curing agents.	* * *	* * *	* * *	* * *
	Glucono delta lactone.	To accelerate color fixing.	Cured, comminuted meat or meat food product.	8 ounces to each 100 pounds of meat or meat byproduct.
* * *	* * *	* * *	* * *	* * *

This amendment relieves restrictions by permitting the use of limited amounts of glucono delta lactone in any cured, comminuted meat or meat food product prepared under Federal meat inspection. Notice of proposed rule making with respect to the use of this substance in frankfurter and bologna sausage was published in the FEDERAL REGISTER. It does not appear that further public rule-making procedure would make additional information available to this Department. The amendment should be made effective as soon as possible in order to be of maximum benefit to persons subject to the restriction which is being relieved. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003) it is found upon good cause that further public rule-making procedure is unnecessary and impracticable and since the amendment relieves restrictions it may be made effective less than 30 days after its publication in the FEDERAL REGISTER.

The amendment shall become effective upon publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 28th day of June 1965.

R. K. SOMERS,
Acting Deputy Administrator, Consumer Protection, Consumer and Marketing Service.

[F.R. Doc. 65-6968; Filed, July 1, 1965; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 1695; Amdt. 21-2]

PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

Export Airworthiness Approval Procedures

The purpose of this amendment is to prescribe the regulations and procedures applicable to the issuance of export certificates of airworthiness and other export airworthiness approvals. This action was published as a notice of proposed rule making and circulated as Federal Aviation Agency Notice No. 63-15 (28 F.R. 3728). It was proposed to amend Part 1 of the Civil Air Regulations. However, Part 1 has been recodified as Part 21 of the Federal Aviation Regulations and this rule is issued in its recodified form as an amendment to Part 21.

Section 1102 of the Federal Aviation Act of 1958 requires the Administrator to exercise and perform his powers and duties under the Act consistent with any obligation assumed by the United States in any treaty, convention, or agreement that may be in force between the United States and any foreign country or countries.

The United States has concluded reciprocal agreements with a number of foreign countries governing the import and export of aeronautical products. These agreements provide for the mutual validation or acceptance of export certificates of airworthiness issued for aeronautical products which are manufactured in and meet the airworthiness requirements of the country of export and any special requirements of the importing country.

The export airworthiness approval procedures set forth in the regulation implement the reciprocal agreements and, for the most part, are the same as the procedures previously published by the FAA in a Manual of Procedures. An export airworthiness approval issued by the FAA is not to be confused with nor does it take the place of an export license which is required and issued by the United States Department of Commerce or the United States Department of State. Furthermore, an export certificate of airworthiness is not an airworthiness certificate under the Act, and does not authorize the operation of aircraft for which it is issued.

Numerous comments have been received in response to the notice of proposed rule making and changes have been made in the regulation in the light of such comments. One of the comments received in response to Notice 63-15 questioned the need for the regulation, suggesting that an overhaul of the former Manual of Procedures would be adequate. The export airworthiness approval procedures set forth in this regulation, as well as in the former Manual of Procedures, are designed to implement the reciprocal agreements between the United States and various foreign countries. Therefore, compliance with such requirements is necessary in order to obtain an export airworthiness approval from the FAA. As indicated in the preamble to Notice 63-15, publication of this regulation is necessary in order to provide the public with the current requirements concerning export airworthiness approvals.

Another comment objected to the proposed inclusion of the special requirements of the various foreign countries in an Appendix to the regulation. It was stated that such inclusion would make the special requirements mandatory with respect to the aircraft manufacturers. The FAA has decided to set forth the special requirements of the foreign countries as well as other necessary information concerning this regulation in an Advisory Circular rather than an Appendix. However, it should be pointed out that the special requirements of the various foreign countries are a part of the reciprocal agreements between the United States and such foreign countries and as such are mandatory requirements for the issuance of airworthiness approvals by the FAA regardless of whether or not they are set forth in an Appendix.

A comment was also received which suggested that the Export Certificate of Airworthiness should constitute an airworthiness certificate so that the aircraft could be operated for training purposes and for the purpose of ferrying the aircraft. However, many of the aircraft for which an export certificate of airworthiness is requested are aircraft which have been sold to a foreign purchaser and the title to the aircraft has passed to such purchaser. Such aircraft are not eligible for U.S. airworthiness certificates and if the suggestion were incorporated into this regulation, these aircraft would not be eligible for Export Certificates of Airworthiness. This would defeat the purpose of the regulation.

There was an objection to the proposed time limit on the duration of Special Export Airworthiness Approvals on the grounds that 60 days does not allow sufficient time in which to complete most sales transactions. It was recommended that there be no time limit established for such approvals. Upon further consideration, the Agency agrees that a specific time limit should not be necessary in the light of the other provisions of this regulation and the 60-day time limit has been deleted with respect to Special Export Airworthiness Approvals.

This regulation requires an applicant for an export certificate of airworthiness for a Class I product to show that the product meets certain specified requirements. However, as proposed, one of the requirements specifically provided that the required showing be made at the time the application for the certificate is made. This was considered appropriate even though a showing of compliance with such requirement would obviously require that the product be submitted for examination by the Agency, because it was thought that the filing of the application and the presentation of the product for export approval would occur at the same time. However, the Agency is now aware that there may be instances involving a substantial period of time between the filing of the application and the presentation of the product for examination by the Agency. Therefore the proposal has been revised to make it clear that the required showing of compliance by the applicant for the export approval of a Class I product must, in all cases, be made at the time the product is submitted to the Administrator for such export approval.

With respect to the requirement that used engines and propellers must be newly overhauled in order to be covered by an FAA export approval, it was recommended that such products should be issued export approval without having to be newly overhauled if they were in a serviceable condition. The Agency sees some merit in this recommendation and the proposal has been relaxed with respect to used engines and propellers that are being exported as a part of a certificated aircraft. As now written, such engines and propellers are required to have been overhauled within the last 500 hours' time in service, the overhaul period recommended by the manufacturer, or the overhaul period established by the Administrator, whichever is the shortest. Used engines and propellers not being exported as part of a certificated aircraft must still be newly overhauled. In addition, the term "newly overhauled" has been clarified in line with industry's suggestion. As now defined, the term means that the product has not been operated, except for tests, since overhaul.

In connection with the performance of the periodic inspections and overhauls required by this regulation, the proposal stated that such inspections and overhauls must be performed and approved by, among others, certificated air carriers possessing adequate overhaul facilities and having a maintenance organization appropriate to the product involved. However, under the current provisions of Part 43 and Parts 121 and 127, an air carrier is authorized only to perform and approve maintenance, preventive maintenance, and alterations as provided for in its continuous airworthiness maintenance program and its maintenance manual and to perform these functions for another air carrier as provided in the continuous airworthiness maintenance program and the maintenance manual of the other air carrier. Therefore, in view of the foregoing limitations on the authority of air carriers to perform and approve periodic inspections and overhauls, the proposal requiring that such inspections and alterations be performed by air carriers has been deleted. It should be noted, however, that this deletion does not affect air carriers who also hold repair station certificates.

There was also some opposition to the requirement that copies of manufacturers' service bulletins must be furnished with each application for export approval of a Class I product. It was pointed out that this requirement is too broad and is unnecessary since, in the past, the practice has been to provide only a listing of the AD status of the aircraft. The Agency agrees that to require the manufacturer to furnish all the service bulletins applicable to a Class I

product is not necessary and that the required information is that related to the airworthiness directives. Therefore, the regulation has been revised to specifically provide that the applicant for export approval need only furnish evidence of compliance with the applicable airworthiness directive.

It was also suggested that an exporter should not be required to forward all the historical records pertaining to the aircraft through governmental channels. It was stated that certain documents must be shipped with the aircraft so that they will be available for certification of the aircraft in a foreign country. The FAA did not intend to require that the historical documents be shipped separately from the product to which they apply. The regulation has, therefore, been clarified to permit the exporter to forward the documents by any means which he considers appropriate so long as such means is consistent with the special requirements of the importing country.

In addition to the foregoing, the proposal has been changed to provide for the issue of export approval for Class III products. Under the proposal, Class III products were not eligible for export approval because of the nature of such products. However, it has subsequently been determined that certain Class III products should be eligible for airworthiness approval. Therefore, the regulation has been revised to permit manufacturers holding production approval and employing persons authorized by the Administrator to issue Class III approvals, to obtain such approvals.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 21 of the Federal Aviation Regulations (14 CFR Part 21) is amended effective August 30, 1965, as follows:

1. By amending paragraphs (a)(1) and (b) of § 21.1 to read as follows:

§ 21.1 Applicability.

(a) * * *

(1) Procedural requirements for the issue of type certificates and changes to those certificates; the issue of production certificates; the issue of airworthiness certificates; and the issue of export airworthiness approvals.

* * * * *

(b) For the purposes of this part, the word "product" means an aircraft, aircraft engine, or propeller. In addition, for the purposes of Subpart L only, it includes components and parts of aircraft, of aircraft engines, and of propellers; also parts, materials, and appliances, approved under the Technical Standard Order system.

2. By adding a new Subpart L to read as follows:

Subpart L—Export Airworthiness Approvals

Sec.
21.321 Applicability.
21.323 Eligibility.
21.325 Export airworthiness approvals.
21.327 Application.
21.329 Issue of export certificates of airworthiness for Class I products.
21.331 Issue of airworthiness approval tags for Class II products.
21.333 Issue of export airworthiness approval tags for Class III products.
21.335 Responsibilities of exporters.
21.337 Performance of inspections and overhauls.
21.339 Special export airworthiness approval for aircraft.

AUTHORITY: The provisions of this Subpart L issued under secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1423.

Subpart L—Export Airworthiness Approvals

§ 21.321 Applicability.

(a) This subpart prescribes—

(1) Procedural requirements for the issue of export airworthiness approvals; and

(2) Rules governing the holders of those approvals. (b) For the purposes of this subpart—

(1) A Class I product is a complete aircraft, aircraft engine, or propeller, which has been type certificated in accordance with the applicable Federal Aviation Regulations and for which Federal Aviation specifications or type certificate data sheets have been issued.

(2) A Class II product is a major component of a Class I product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, control surfaces, etc.), the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) system in the "C" series.

(3) A Class III product is any part or component which is not a Class I or Class II product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

(4) The words "newly overhauled" when used to describe a product means that the product has not been operated or placed in service, except for functional testing, since having been overhauled, inspected and approved for return to service in accordance with the applicable Federal Aviation Regulations.

§ 21.323 Eligibility.

(a) Any exporter or his authorized representative may obtain an export airworthiness approval for a Class I or Class II product.

(b) Any manufacturer may obtain an export airworthiness approval for a Class III product if the manufacturer—

(1) Has in his employ a designated representative of the Administrator who has been authorized to issue that approval; and

(2) Holds for that product—

(i) A production certificate;

(ii) An approved production inspection system;

(iii) An FAA Parts Manufacturer Approval (PMA); or

(iv) A Technical Standard Order authorization.

§ 21.325 Export airworthiness approvals.

(a) *Kinds of approvals.* (1) Export airworthiness approval of Class I products is issued in the form of Export Certificates of Airworthiness, FAA Form 26. Such a certificate does not authorize the operation of aircraft.

(2) Export airworthiness approval of Class II and III products is issued in the form of Airworthiness Approval Tags, FAA Form 186.

(b) *Products which may be approved.* Export airworthiness approvals are issued only for—

(1) New aircraft that are assembled and that have been flight-tested, and other Class I products located in the United States, except that export airworthiness approval may be issued for an airplane type certificated under Part 23 or a glider that is type certificated in accordance with § 21.23 and manufactured under a production certificate without that aircraft having been assembled or flight-tested.

(2) Used aircraft possessing a valid U.S. airworthiness certificate, or other used Class I products that have been maintained in accordance with the applicable CAR's or FAR's and are located in a foreign country, if the Administrator finds that the location places no undue burden upon the Agency in administering the provisions of this regulation.

(3) Class II and III products that are manufactured and located in the United States.

§ 21.327 Application.

(a) Except as provided in paragraph (b) of this section, an application for export airworthiness approval for a Class I or Class II product is made on a form and in a manner prescribed by the Administrator and is submitted to the appropriate Flight Standards District Office or to the nearest international field office.

(b) A manufacturer holding a production certificate may apply orally to the appropriate Flight Standards District Office or the nearest international field office for export airworthiness approval of a Class II product approved under his production certificate.

(c) Application for export airworthiness approval of Class III products is made to the designated representative of the Administrator authorized to issue those approvals.

(d) A separate application must be made for—

(1) Each aircraft;

(2) Each engine and propeller, except that one application may be made for more than one engine or propeller, if all are of the same type and model and are exported to the same purchaser and country; and

(3) Each type of Class II product, except that one application may be used for more than one type of Class II product when—

(i) They are separated and identified in the application as to the type and model of the related Class I product; and

(ii) They are to be exported to the same purchaser and country.

(e) Each application must be accompanied by a written statement from the importing country that it will validate the export airworthiness approval if the product being exported is—

(1) An aircraft manufactured outside the United States and being exported to a country with which the United States has a reciprocal agreement concerning the validation of export certificates;

(2) An unassembled aircraft which has not been flight-tested; or

(3) A product that does not meet the special requirement of the importing country.

(f) Each application for export airworthiness approval of a Class I product must include, as applicable:

(1) A Statement of Conformity, FAA Form 317, for each new product that has not been manufactured under a production certificate.

(2) A weight and balance report, with a loading schedule when applicable, for each aircraft in accordance with Part 43 of this chapter. For transport aircraft and all rotorcraft, this report must be based on an actual weighing of the aircraft within the preceding twelve months, but after any major repairs or alterations to the aircraft. Changes in equipment not classsed as major changes that are made after the actual weighing may be accounted for on a "computed" basis and the report revised accordingly. Manufacturers of new nontransport category airplanes may submit reports having computed weight and balance data, in place of an actual weighing of the aircraft, if fleet weight control procedures approved by the FAA have been established for such airplanes. In such a case, the following statement must be entered in each report: "The weight and balance data shown in this report are computed on the basis of Federal Aviation Agency approved procedures for establishing fleet weight averages." The weight and balance report must include an equipment list showing weights and moment arms of all required and optional items of equipment that are included in the certificated empty weight.

(3) A maintenance manual for each new product when such a manual is required by the applicable airworthiness rules.

(4) Evidence of compliance with the applicable airworthiness directives. A suitable notation must be made when such directives are not complied with.

(5) When temporary installations are incorporated in an aircraft for the purpose of export delivery, the application form must include a general description of the installations together with a statement that the installation will be removed and the aircraft restored to the approved configuration upon completion of the delivery flight.

(6) Historical records such as aircraft and engine log books, repair and alteration forms, etc., for used aircraft and newly overhauled products.

(7) For products intended for overseas shipment, the application form must describe the methods used, if any, for the preservation and packaging of such products to protect them against corrosion and damage while in transit or storage. The description must also indicate the duration of the effectiveness of such methods.

(8) The Airplane or Rotorcraft Flight Manual when such material is required by the applicable airworthiness regulations for the particular aircraft.

(9) A statement as to the date when title passed or is expected to pass to a foreign purchaser.

(10) The data required by the special requirements of the importing country.

§ 21.329 Issue of export certificates of airworthiness for Class I products.

An applicant is entitled to an export certificate of airworthiness for a Class I product if he shows that at the time the product is submitted to the Administrator for export airworthiness approval, it meets the following requirements, as applicable:

(a) New or used aircraft manufactured in the United States must meet the airworthiness requirement for a standard U.S. airworthiness certificate under § 21.183, or meet the airworthiness certification requirements for a "restricted" airworthiness certificate under § 21.185, subject to the special requirements of the importing country.

(b) New or used aircraft manufactured outside the United States must have a valid U.S. standard airworthiness certificate.

(c) Used aircraft must have undergone a periodic inspection and be approved for return to service in accordance with the applicable provisions of Part 43. The inspection must have been performed and properly documented within 30 days before the date the application is made for an export certificate of airworthiness.

(d) New engines and propellers must conform to the type design and must be in a condition for safe operation.

(e) Used engines, propellers, and appliances that are part of a certificated aircraft and are being exported with that aircraft must have been overhauled within the last 500 hours' time in service, unless a shorter overhaul period has been recommended by the manufacturer or established by the Administrator, in which case the overhaul must have been performed within the shorter of these overhaul periods.

(f) Used engines and propellers which are not being exported as part of a certificated aircraft must have been newly overhauled.

(g) The special requirements of the importing country must have been met.

§ 21.331 Issue of airworthiness approval tags for Class II products.

An applicant is entitled to an export airworthiness approval tag for Class II products if he shows that—

(a) The products are new or have been newly overhauled and conform to the approved design data;

(b) The products are in a condition for safe operation;

(c) The products are identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent; and

(d) The products meet the special requirements of the importing country.

§ 21.333 Issue of export airworthiness approval tags for Class III products.

An applicant is entitled to an export airworthiness approval tag for Class III products if he shows that—

(a) The products conform to the approved design data applicable to the Class I or Class II product of which they are a part;

(b) The products are in a condition for safe operation; and

(c) The products comply with the special requirements of the importing country.

§ 21.335 Responsibilities of exporters.

Each exporter receiving an export airworthiness approval for a product shall—

(a) Forward to the air authority of the importing country all documents and information necessary for the proper operation of the products being exported, e.g., Flight Manuals, Maintenance Manuals, Service Bulletins, and assembly instructions, and such other material as is stipulated in the special requirements of the importing country. The documents, information, and material may be forwarded by any means consistent with the special requirements of the importing country;

(b) Forward the manufacturer's assembly instructions and an FAA-approved flight test checkoff form to the air authority of the importing country when unassembled aircraft are being exported. These instructions must be in sufficient detail to permit whatever rigging, alignment, and ground testing is necessary to ensure that the aircraft will conform to the approved configuration when assembled;

(c) Remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight;

(d) Secure all proper foreign entry clearances from all the countries involved when conducting sales demonstrations or delivery flights; and

(e) When title to an aircraft passes or has passed to a foreign purchaser—

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of transfer of title, and the name and address of the foreign owner;

(2) Return the Registration and Airworthiness Certificates, FAA Form 500 and Form 1362, to the FAA; and

(3) Submit a statement certifying that the United States' identification and registration numbers have been removed from the aircraft in compliance with § 45.33 [New].

§ 21.337 Performance of inspections and overhauls.

Unless otherwise provided for in this subpart, each inspection and overhaul required for export airworthiness approval of Class I and Class II products must be performed and approved by one of the following:

(a) The manufacturer of the product.

(b) An appropriately certificated domestic repair station.

(c) An appropriately certificated foreign repair station having adequate overhaul facilities, and maintenance organization appropriate to the product involved, when the product is a Class I product located in a foreign country and an international office of Flight Standards Service has approved the use of such foreign repair station.

§ 21.339 Special export airworthiness approval for aircraft.

(a) A special export certificate of airworthiness may be issued for an aircraft located in the United States that is to be flown to several foreign countries for the purpose of sale, without returning the aircraft to the United States for the certificate if—

(1) The aircraft possesses a Standard U.S. Certificate of Airworthiness (FAA Form 1362);

(2) The owner files an application as required by § 21.32 except that items 3 and 4 of the application (FAA Form 306) need not be completed;

(3) The aircraft is inspected by the Administrator before leaving the United States and is found to comply with all the applicable requirements;

(4) A list of foreign countries in which it is intended to conduct sales demonstrations, together with the expected dates and duration of such demonstrations, is included in the application;

(5) The person to whom the special export certificate of airworthiness was issued requests that items 3 and 4 on his application (FAA Form 306) be completed by the agency when title to an aircraft passes to a foreign purchaser;

(6) Special requirements, which may have been imposed by each of the prospective importing countries, are met; and

(7) All other requirements for the issuance of a Class I export certificate of airworthiness are met.

NOTE: The reporting and/or recordkeeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(Secs. 313(a), 601, 603 of the Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, and 1423)

Issued in Washington, D.C., on June 24, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-6926; Filed, July 1, 1965; 8:46 a.m.]

[Docket No. 2029; Amdt. 23-2, 25-6]

PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, AND ACROBATIC CATEGORY AIRPLANES

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

Limited Weight Credit for Airplanes Equipped With Standby Power

The purpose of this amendment is to provide a limited increase in the maximum certificated takeoff and landing weights for airplanes equipped with rocket engines used to provide standby power. This action was published as a notice of proposed rule making and circulated as Federal Aviation Notice No. 63-41 (28 F.R. 11481), October 26, 1963.

Standby power is obtained from rocket engines and is separate from the power obtained from the airplanes' main engines. Standby power is available for a relatively short time for use in cases of emergency. Since this power is capable of producing a temporary increase in airplane climb performance, it can be useful in the takeoff and landing regimes of flight where its temporary nature is not a deterrent to its use.

Under currently effective regulations, there are instances when operators of transport category as well as nontransport category airplanes with a standby power rocket engine installed, must accept a decrease in the useful load of the airplane at least equal to the weight of the standby power installation. This regulation provides a means of restoring this loss in recognition of the potential increase in airplane climb performance afforded by standby power.

An applicant for an increase in the maximum weight in accordance with this regulation is required to present an approved standby power installation and to furnish certain limitations and information in the form of placards or Airplane Flight Manual amendments.

Interested persons have been given an opportunity to comment on this regulation and consideration has been given to all relevant matter presented. In this connection, the notice of proposed rule making would have required a placard containing a precaution concerning the potential fire hazard of the hot standby power rocket engine casing. However, based upon some of the comments, the Agency has now determined that the casings of the rocket engines used for standby power do not, immediately following the firing, attain temperatures as high as had been anticipated. Therefore, there does not appear to be a potential fire hazard with respect to such casings. For this reason, the proposed placard is not required in the final rule.

There were also comments objecting to the proposal insofar as it limited the increase in weight for multiengine airplanes to an amount which, together with the currently approved maximum weights, would equal the weight at which compliance is shown with the applicable one-engine-inoperative final takeoff or en route climb requirements with the standby power rocket engine inoperative. After further consideration of this provision, it now appears that there is a significant improvement in the one-engine-inoperative takeoff flight path due to thrust augmentation from the standby power, while at the same time there is only a small decrease in the subsequent one-engine-inoperative climb performance resulting from the weight and drag of the standby power rocket engine installation. Later stages of the en route operation are not considered critical since the progressive weight decrease of the airplane due to fuel burnoff compensates for the effects of drag created by the standby power rocket engine installation. Furthermore, service experience with airplanes which have been approved for an increased weight with a standby power installation does not indicate that the proposed limitation is necessary. For the foregoing reasons, the proposed limitation is not included in the final rule.

Another change being made concerns the weight which may be increased under this regulation. As proposed, there could have been an increase in the currently approved maximum takeoff and landing weights at which compliance with the applicable first minute and normal climb performance has been shown. However, the Agency now considers the requirement to be unnecessarily restrictive. For this reason, such a limitation is not contained in the final rule.

There was also a comment indicating that information should be made available to airport fire and rescue personnel concerning the precautions, if any, that should be taken with unused propellants in case of a fire. While this comment goes beyond the scope of this notice, it should be noted that on the basis of impact tests and fire tests with rocket engines, it does not appear that any special precautions would be necessary over and above those which would normally be exercised with respect to fires involving aircraft without standby power rocket engine installation. Tests in which rocket engines have been dropped from considerable heights above the ground have shown that the rocket engine propellant would neither explode nor ignite on impact. Other tests in which rocket engines have been placed in a bed of fire have shown that the propellant would ignite after the rocket engine was exposed to the flames for a relatively long period of time, but the severity of the burning propellant was considered to be no greater than that of a gasoline fire. In addition, the burning propellant did not cause the rocket engine to explode or to become a projectile.

Certain of the comments expressed the opinion that the regulation should require a flight demonstration of the performance capability and safety of operation of the airplane at the increased maximum weight with standby power inoperative rather than confining the flight demonstration to a showing that the rocket engines and their controls can be operated safely and reliably at the increase in maximum weight. The Agency recognizes that both the drag of the inoperative rocket engine and the increased weight for the standby power installation will, to some extent, reduce the performance of the airplane in all flight regimes. However, experience with airplanes which have been granted limited weight credit for rocket engine installation does not indicate a significant reduction in performance or that the limited weight increase adversely affects safety. Furthermore, when the rocket engines are operated, the climb performance is significantly improved over that of the same type airplanes wtihout rocket engines. This characteristic is ensured by the formula set forth in these amendments. Therefore, it is not considered that a flight demonstration is necessary.

Should a unique installation be presented which has high drag and deleterious effects on performance, the required flight test of the rocket engine installation, which would involve a flight demonstration of the airplane, would give flight test personnel adequate opportunity to detect any unsafe condition.

A minimum "fail safe" requirement for all standby power installations in the form of dual rockets capable of being controlled and operated independently of each other was also suggested. While credit for the installation of more than one rocket engine would be permitted under this regulation, it is considered that such installation should be optional with the applicant. Adequate reliability will be assured for the rocket engine and its installation by the requirements that the rocket engine be type certificated, that the reliability of the installation be demonstrated, and that a safe-line limitation be observed for the rocket engine. The Agency does not believe that it is either appropriate or necessary in the interest of safety to require the installation of dual rockets.

A suggestion was made that the proposed regulation be changed to permit a weight increase of 2 percent above the maximum structural weight established for the airplane without standby power installed. In support of this suggestion, it was pointed out that fuel burnoff during taxiing, takeoff, and climb would compensate for a good part of the weight of the standby power installation before the airplane reaches its cruising speed. The Agency is aware that there may be airplanes which have a structural margin of at least 2 percent of their maximum structural weight. However, there may be others that were designed to the limits of the structural standards and the structural margin, if any, cannot be readily determined for each airplane. Furthermore, the temporary increase in climb performance which is available with standby power does not justify lowering the minimum structural standards.

Under Notice 63–41, the regulations concerning limited weight credit for airplanes equipped with standby power would have been set forth in a Special Civil Air Regulation. However, the regulations have subsequently been recodified and it has been determined that the provisions of Notice 63–41 should be incorporated into the airworthiness parts (Parts 23 and 25) of the Federal Aviation Regulations rather than in a special regulation. It is also considered appropriate to simultaneously incorporate the requirements of Special Federal Aviation Regulation SFAR–14 (formerly SR–426), "Performance Credit For Transport Category Airplanes Equipped With Standby Power", into Part 25 of the Federal Aviation Regulations. Since this action merely continues an existing regulation without substantive change and imposes no additional burden on any person, notice and public procedure thereon are unnecessary.

The result of incorporating the proposal into Part 23 of the FARs would be to exclude from its coverage those aircraft certificated under Part 4a of the Civil Air Regulations. However, the Agency has determined that there is a possibility that the operators of such aircraft may wish to take advantage of the increased weights authorized by this Amendment. Therefore a paragraph has been added to Appendix E of Part 23 to the effect that Part 4a aircraft may, for the purposes of increased weights due to standby power, be treated as if they had been certificated under Part 3 of the Civil Air Regulations or Part 23 of the Federal Aviation Regulations. This will permit operators of Part 4a aircraft to avail themselves of the privileges of this regulation to the same extent as operators of Part 3 (CAR) or Part 23 (FAR) aircraft.

The regulations covered by Notice 63–41 and the requirements of former SFAR–14 are both being set forth in new Appendixes to Parts 23 and 25. Appropriate references to these Appendixes have been made in the provisions of Parts 23 and 25 concerning the limitations on maximum weights in order to permit the continued use of the provisions of former SFAR–14 in determining maximum weights and to permit limited increases in such weights as proposed in Notice 63–41.

These amendments are made under the authority of sections 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, 1425).

In consideration of the foregoing, SFAR–14 is hereby rescinded and Parts 23 and 25 of the Federal Aviation Regulations (14 CFR 23 and 25), are amended as follows, effective August 1, 1965:

1. Section 23.25(a)(1)(iii) is amended to read as follows:

§ 23.25 Weight limits.

(a) *Maximum weight.* * * *

(1) * * *

(iii) The highest weight at which compliance with each applicable flight requirement is shown, except for airplanes equipped with standby power rocket engines, in which case it is the highest weight established in accordance with Appendix E of this part.

* * * * *

2. Part 23 is amended by adding the following new appendix at the end thereof:

Appendix E—Limited Weight Credit For Airplanes Equipped With Standby Power

(a) Each applicant for an increase in the maximum certificated takeoff and landing weights of an airplane equipped with a type-certificated standby power rocket engine may obtain an increase as specified in paragraph (b) if—

(1) The installation of the rocket engine has been approved and it has been established by flight test that the rocket engine and its controls can be operated safely and reliably at the increase in maximum weight; and

(2) The Airplane Flight Manual, or the placard, markings or manuals required in place thereof, set forth in addition to any other operating limitations the Administrator may require, the increased weight approved under this regulation and a prohibition against the operation of the airplane at the approved increased weight when—

(i) The installed standby power rocket engines have been stored or installed in excess of the time limit established by the manufacturer of the rocket engine (usually stenciled on the engine casing); or

(ii) The rocket engine fuel has been expended or discharged.

(b) The currently approved maximum takeoff and landing weights at which an airplane is certificated without a standby power rocket engine installation may be increased by an amount which does not exceed any of the following:

(1) An amount equal in pounds to 0.014 IN, where I is the maximum usable impulse in pounds-seconds available from each standby power rocket engine and N is the number of rocket engines installed.

(2) An amount equal to 5 percent of the maximum certificated weight approved in accordance with the applicable airworthiness regulations without standby power rocket engines installed.

(3) An amount equal to the weight of the rocket engine installation.

(4) An amount that, together with the currently approved maximum weight, would equal the maximum structural weight established for the airplane without standby rocket engines installed.

(c) For the purposes of this Appendix, "standby power" is power or thrust, or both, obtained from rocket engines for a relatively short period and actuated only in cases of emergency.

(d) For the purposes of limited weight credit for airplanes equipped with standby power, as set forth in § 23.25(a)(1)(iii) and this Appendix, an airplane certificated under Part 4a of the Civil Air Regulations is treated as if it had been certificated under Part 3 of the Civil Air Regulations or Part 23 of the Federal Aviation Regulations.

3. Section 25.25(a)(3) is amended to read as follows:

§ 25.25 Weight limits.

(a) *Maximum weight.* * * *

(3) The highest weight at which compliance with each applicable flight requirement is shown, except for airplanes equipped with standby power rocket engines, in which case it is the highest weight established in accordance with Appendix E of this part.

* * * * *

4. Section 25.59 is amended by adding the following new paragraph at the end thereof:

§ 25.59 Takeoff path.

* * * * *

(c) For airplanes equipped with standby power rocket engines, the takeoff path may be determined in accordance with section II of Appendix E.

5. Section 25.111 is amended by adding the following new paragraph at the end thereof:

§ 25.111 Takeoff path.

* * * * *

(e) For airplanes equipped with standby power rocket engines, the takeoff path may be determined in accordance with section II of Appendix E.

6. Part 25 is amended by adding the following new Appendix at the end thereof:

Appendix E

I—Limited Weight Credit For Airplanes Equipped With Standby Power

(a) Each applicant for an increase in the maximum certificated takeoff and landing weights of an airplane equipped with a type-certificated standby power rocket engine

may obtain an increase as specified in paragraph (b) if—

(1) The installation of the rocket engine has been approved and it has been established by flight test that the rocket engine and its controls can be operated safely and reliably at the increase in maximum weight; and

(2) The Airplane Flight Manual, or the placard, markings or manuals required in place thereof, set forth in addition to any other operating limitations the Administrator may require, the increased weight approved under this regulation and a prohibition against the operation of the airplane at the approved increased weight when—

(i) The installed standby power rocket engines have been stored or installed in excess of the time limit established by the manufacturer of the rocket engine (usually stenciled on the engine casing); or

(ii) The rocket engine fuel has been expended or discharged.

(b) The currently approved maximum takeoff and landing weights at which an airplane is certificated without a standby power rocket engine installation may be increased by an amount that does not exceed any of the following:

(1) An amount equal in pounds to 0.014 IN, where I is the maximum usable impulse in pounds-seconds available from each standby power rocket engine and N is the number of rocket engines installed.

(2) An amount equal to 5 percent of the maximum certificated weight approved in accordance with the applicable airworthiness regulations without standby power rocket engines installed.

(3) An amount equal to the weight of the rocket engine installation.

(4) An amount that, together with the currently approved maximum weight, would equal the maximum structural weight established for the airplane without standby rocket engines installed.

II—Performance Credit for Transport Category Airplanes Equipped With Standby Power

The Administrator may grant performance credit for the use of standby power on transport category airplanes. However, the performance credit applies only to the maximum certificated takeoff and landing weights, the takeoff distance, and the takeoff paths, and may not exceed that found by the Administrator to result in an overall level of safety in the takeoff, approach, and landing regimes of flight equivalent to that prescribed in the regulations under which the airplane was originally certificated without standby power. For the purposes of this Appendix, "standby power" is power or thrust, or both, obtained from rocket engines for a relatively short period and actuated only in cases of emergency. The following provisions apply:

(1) *Takeoff; general.* The takeoff data prescribed in §§ (2) and (3) must be determined at all weights and altitudes, and at ambient temperatures if applicable, at which performance credit is to be applied.

(2) *Takeoff path.*

(a) The one-engine-inoperative takeoff path with standby power in use must be determined in accordance with the performance requirements of the applicable airworthiness regulations.

(b) The one-engine-inoperative takeoff path (excluding that part where the airplane is on or just above the takeoff surface) determined in accordance with paragraph (a) of this section must lie above the one-engine-inoperative takeoff path without standby power at the maximum takeoff weight at which all of the applicable airworthiness requirements are met. For the purpose of this comparison, the flight path is considered to extend to at least a height of 400 feet above the takeoff surface.

(c) The takeoff path with all engines operating, but without the use of standby power, must reflect a conservatively greater overall level of performance than the one-engine-inoperative takeoff path established in accordance with paragraph (a) of this section. The margin must be established by the Administrator to insure safe day-to-day operations, but in no case may it be less than 15 percent. The all-engines-operating takeoff path must be determined by a procedure consistent with that established in complying with paragraph (a) of this section.

(d) For reciprocating-engine-powered airplanes, the takeoff path to be scheduled in the Airplane Flight Manual must represent the one-engine-inoperative takeoff path determined in accordance with paragraph (a) of this section and modified to reflect the procedure (see § (6)) established by the applicant for flap retraction and attainment of the en route speed. The scheduled takeoff path must have a positive slope at all points of the airborne portion and at no point must it lie above the takeoff path specified in paragraph (a) of this section.

(3) *Takeoff distance.* The takeoff distance must be the horizontal distance along the one-engine-inoperative takeoff path determined in accordance with § (2)(a) from the start of the takeoff to the point where the airplane attains a height of 50 feet above the takeoff surface for reciprocating-engine-powered airplanes and a height of 35 feet above the takeoff surface for turbine-powered airplanes.

(4) *Maximum certificated takeoff weights.* The maximum certificated takeoff weights must be determined at all altitudes, and at ambient temperatures, if applicable, at which performance credit is to be applied and may not exceed the weights established in compliance with paragraphs (a) and (b) of this section.

(a) The conditions of § (2) (b) through (d) must be met at the maximum certificated takeoff weight.

(b) Without the use of standby power, the airplane must meet all of the en route requirements of the applicable airworthiness regulations under which the airplane was originally certificated. In addition, turbine-powered airplanes without the use of standby power must meet the final takeoff climb requirements prescribed in the applicable airworthiness regulations.

(5) *Maximum certificated landing weights.*

(a) The maximum certificated landing weights (one-engine-inoperative approach and all-engines-operating landing climb) must be determined at all altitudes, and at ambient temperatures if applicable, at which performance credit is to be applied and must not exceed that established in compliance with paragraph (b) of this section.

(b) The flight path, with the engines operating at the power or thrust, or both, appropriate to the airplane configuration and with standby power in use, must lie above the flight path without standby power in use at the maximum weight at which all of the applicable airworthiness requirements are met. In addition, the flight paths must comply with subparagraphs (i) and (ii) of this paragraph.

(i) The flight paths must be established without changing the appropriate airplane configuration.

(ii) The flight paths must be carried out for a minimum height of 400 feet above the point where standby power is actuated.

(6) *Airplane configuration, speed, and power and thrust; general.* Any change in the airplane's configuration, speed, and power or thrust, or both, must be made in accordance with the procedures established by the applicant for the operation of the airplane in service and must comply with paragraphs (a) through (c) of this section. In addition, procedures must be established for the execution of balked landings and missed approaches.

(a) The Administrator must find that the procedure can be consistently executed in service by crews of average skill.

(b) The procedure may not involve methods or the use of devices which have not been proven to be safe and reliable.

(c) Allowances must be made for such time delays in the execution of the procedures as may be reasonably expected to occur during service.

(7) *Installation and operation; standby power.* The standby power unit and its installation must comply with paragraphs (a) and (b) of this section.

(a) The standby power unit and its installation must not adversely affect the safety of the airplane.

(b) The operation of the standby power unit and its control must have proven to be safe and reliable.

Issued in Washington, D.C., on June 24, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-6927; Filed, July 1, 1965; 8:46 a.m.]

[Docket No. 6463; Amdt. 39-104]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Models 707 and 720 Series Aircraft

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring that further corrective action be taken with regard to the inspection for cracks, and replacement where necessary, of the flap carriages on the subject aircraft, in accordance with the manufacturer's latest Service Bulletin Revision and to allow compliance to be determined based on actual count of landings or an estimate based on the fleet average time on the subject aircraft was published in 30 F.R. 1297.

Interested persons have been afforded an opportunity to participate in the making of the amendment.

A comment suggested that compliance be allowed in accordance with the manufacturer's Service Bulletin or later FAA approved revisions. This suggestion has been accepted and incorporated in the AD.

Another comment requested an increase in the compliance time from 250 hours to 600 hours on the basis that the 250-hour period is unreasonably conservative and unwarranted. The 250-hour interval was selected on the basis of very limited service experience and on good engineering judgment. It was intended to be conservative because of the limited data available. Since no substantiating technical data was offered with the comment, the Agency feels it cannot increase the compliance time.

Another comment suggested that the Airworthiness Directive that would be amended by this proposal be canceled and superseded by a new AD that incorporated these revisions.

The Agency concurs in this view and therefor this revision completely restates the AD and supersedes Amendment 795 (29 F.R. 11745), AD 64-18-2, as revised by Amendment 825 (29 F.R. 14538).

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BOEING. Applies to Models 707 and 720 Series Aircraft listed in Boeing Service Bulletin No. 1822 (R-2).

Compliance required as indicated.

Fatigue cracks have occurred in the lower flanges and web of the outboard flap center carriage, and at the aft attachment of the cam (cove lip door up latch roller cam) to the lower flange on one carriage half. Complete rupture of a carriage can cause the loss of a flap in flight. The Boeing part numbers of the affected parts are listed in Table I of Boeing Service Bulletin No. 1822 (R-2). To preclude the loss of a flap in flight, accomplish the following:

(a) Unless previously modified in accordance with Boeing Service Bulletins Nos. 1822 (R-1) and 1822 (R-1)A or Boeing Service Bulletins Nos. 1535 and 1882 and Boeing Drawing 65-37509, inspect for crack in flap carriages of the inboard and outboard flaps in accordance with Boeing Service Bulletin No. 1822 (R-2), subparagraphs 3. Part Ib. (1), (2), and (3) as follows:

(1) Within the next 25 landings after the effective date of this AD for flap carriages installed on aircraft for 4,000 or more landings on the effective date of this AD, and before the accumulation of 4,025 landings for flap carriages installed on aircraft for less than 4,000 landings on the effective date of this AD, unless already accomplished within the last 175 landings.

(2) Conduct repetitive inspections on the following carriages at intervals not to exceed 200 landings from the last inspection:

(i) The center carriages on outboard flaps of 707-100, -100B, -200, -300, -300B, -300C, and -400, and -720 and -720B Series Aircraft.

(ii) The center carriages on inboard flaps of 707-100, -100B, -200, -720 Series and -720B Series Aircraft.

NOTE: The repeat inspection is not required on any end carriages.

(b) If cracks are found, replace the carriage or rework it in accordance with the rework instructions in Part II of Par. 3, Boeing Service Bulletin No. 1822 (R-2) before further flight, except that the aircraft may be flown in accordance with FAR 21.197 to a base where the repair may be made subject to the limitations specified in subparagraphs 3, Part Ib. (4) (a) through (g) of Boeing Service Bulletin No. 1822 (R-2). If end carriages are cracked, approval of the special flight permit shall be coordinated with the Aircraft Engineering Division, FAA Western Region.

(c) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector, the number of landings may be determined by dividing each aircraft's hour's time in service by the operator's fleet average time from takeoff to landing for the aircraft type.

(d) On all aircraft having flap carriage drain holes previously reworked in accordance with Boeing Service Bulletins Nos. 1822 (R-1) and 1822 (R-1)A, accomplish the following:

(1) Within the next 250 hours' time in service after the effective date of this AD, unless already accomplished, perform a one-time dye penetrant, eddy current, or FAA-approved equivalent inspection of the area surrounding reworked drain holes to ensure that no cracks have developed.

(2) If cracks are found, replace the carriage or rework it in accordance with paragraph (b) of this AD.

(e) The repetitive inspections specified in subparagraph (a)(2) may be discontinued when the rework specified in Part II of paragraph 3, of Boeing Service Bulletin No. 1822 (R-2) is accomplished.

(f) Upon request of an operator, an FAA maintenance inspector, subject to prior approval of the Chief, Aircraft Engineering Division, FAA Western Region, may adjust the repetitive inspection intervals specified in this AD to allow compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator.

This supersedes Amendment 795 (29 F.R. 11745), AD 64-18-2, as amended by Amendment 825 (29 F.R. 14538).

This amendment becomes effective August 1, 1965.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on June 25, 1965.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 65-6928; Filed, July 1, 1965; 8:49 a.m.]

[Airspace Docket No. 65-WA-41]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Control Area, Modification of Control Area, and Revocation of Reporting Point

In consonance with ICAO International Standards and Recommended Practices, the Federal Aviation Agency (FAA) is amending Part 71 of the Federal Aviation Regulations. This action relates to navigable airspace both within and outside the United States.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting safe, orderly and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state the United States agreed by Article 3(d) that its state aircraft will be operating in international airspace with due regard for the safety of civil aircraft.

Since this action involves in part the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance wih the provisions of Executive Order 10854.

Aircraft operating NE of Nantucket, Mass., toward Sable Island, Nova Scotia, Canada, to Europe operate within controlled airspace E of longitude 68°00'00" W., within the New York Oceanic Control Area. Effective July 22, 1965, the western boundary of the New York Oceanic Control Area will be moved eastward approximately 50 miles. Such action would result in uncontrolled airspace between the present New York Oceanic Control Area boundary and the boundary to become effective July 22, 1965.

In a Special North Atlantic Regional Air Navigation Meeting held February 23, 1965, to March 20, 1965, the United States concurred with the realignment of the boundary of the New York Oceanic Control Area. The purpose of this boundary change is to improve the handling of oversea traffic by the application of domestic air traffic control procedures. Therefore, action is taken herein to provide controlled airspace between Nantucket and longitude 67°00'00" W., which, effective July 22, 1965, will be the domestic boundary between the Boston and Moncton ARTC Centers.

Since the action taken herein is in accord with the U.S. commitment made at the Special North Atlantic Regional Air Navigation Meeting, and since the action is necessary for safety of air navigation, the Administrator finds that the notice and public procedure is impracticable and it is in the public interest to make the airspace assignment effective less than thirty (30) days.

The eastern portion of Control 1142 is bounded by the western boundary of the New York Oceanic Control Area. Since this boundary will be moved approximately 50 miles eastward on July 22, 1965, action is also taken herein to retain the present geographical dimensions of this control area W of 68° W longitude and amend the description as necessary to permit flight planning via Control 1142 and the route to Sable Island.

Action is also taken herein to revoke the Eel Intersection as a designated reporting point, since it has been determined that it is no longer required for traffic control purposes.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., July 22, 1965, as hereinafter set forth.

1. In § 71.163 (29 F.R. 17552, 30 F.R. 2763) Control 1142 and Control 1146 are amended or added to read as follows:

a. Control 1142.

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at latitude 42°21'30" N., longitude 70°41'25" W., to a 15-mile radius circle centered at latitude 42°02'00" N., longitude 68°00'00" W., and that airspace within lines drawn from latitude 42°16'00" N., longitude 68°00'00" W., thence to latitude 42°14'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude

67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to latitude 42°16'00" N., longitude 68°00'00" W., excluding the portion within the Boston Control Area extension, the airspace below 5,500 feet MSL E of longitude 68°00'00" W., and the airspace below 2,000 feet MSL W of longitude 68°00'00" W., except that airspace within the confines of Federal airways.

b. Control 1146.

That airspace within a 5 NM radius circle centered on the Nantucket, Mass., Consolan and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket Consolan to latitude 42°05'20" N., longitude 68°00'00" W., thence to latitude 42°19'00" N., longitude 68°00'00" W., thence to latitude 43°00'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to the tangent of the 5 NM radius circle centered on the Nantucket Consolan, excluding that airspace outside the United States below 2,000 feet MSL W of longitude 68°00'00" W., and below 5,500 feet MSL E of longitude 68°00'00" W.

2. In § 71.209 (29 F.R. 17721) Eel INT is revoked.

(Sec. 307(a) Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 25, 1965.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65-6929; Filed, July 1, 1965; 8:49 a.m.]

[Airspace Docket No. 65-CE-48]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On April 29, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 6077) stating that the Federal Aviation Agency proposed to designate controlled airspace at Robinson, Ill.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., September 16, 1965, as hereinafter set forth:

In § 71.181 (29 F.R. 17643) the following is added:

ROBINSON, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robinson, Ill., Municipal Airport (latitude 39°00'51" N., longitude 87°38'47" W.) and within 8 miles SW and 5 miles NE of the 333° bearing from Robinson Municipal Airport extending from the airport to 12 miles NW of the airport.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on June 23, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-6930; Filed, July 1, 1965; 8:49 a.m.]

[Airspace Docket No. 65-SO-41]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Transition Area; Correction of Description

The purpose of this amendment to § 71.181 of the Federal Aviation Regulations is to correct the description of the transition area at Macon, Ga.

The Macon, Ga., transition area (29 F.R. 17643) is described, in part, as "* * * within the area E of Macon extending from the 35-mile radius area bounded on the NE by V-56, on the N by a line * * *" This portion of the Macon transition area description is in error and should be "* * * within the area E of Macon extending from the 35-mile radius area bounded on the NW by V-56, on the N by a line * * *"

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.181 (29 F.R. 17643) the Macon, Ga., transition area is amended as follows:

"* * * within the area E of Macon extending from the 35-mile radius area bounded on the NE by V-56 * * *" is deleted and "* * * within the area E of Macon extending from the 35-mile radius area bounded on the NW by V-56 * * *" is inserted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a))

Issued in East Point, Ga., on June 23, 1965.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 65-6931; Filed, July 1, 1965; 8:49 a.m.]

[Airspace Docket No. 65-WE-61]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

The purpose of this amendment to § 71.181 of the Federal Aviation Regulations is to alter the Gunnison, Colo., transition area.

The Gunnison transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Gunnison VORTAC 264° and 084° radials, extending from 20 miles W to 9 miles E of the VORTAC, excluding the airspace within Federal airways.

A comprehensive review of the airspace requirements in the Gunnison area has disclosed that there is no longer an air traffic control requirement for controlled airspace to the extent presently designated.

Therefore, the FAA has determined that it will be in the public interest and in keeping with the intent of CAR Amendment 60-21/60-29 to redesignate the Gunnison transition area. Such action is taken herein.

Since the change effected by this amendment is less restrictive in nature than present requirements and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER as hereinafter set forth.

In § 71.181 (29 F.R. 17667), the Gunnison, Colo., transition area is amended to read:

GUNNISON, COLO.

That airspace extending upward from 11,200 feet MSL within 8 miles S and 5 miles N of the Gunnison VORTAC 270° and 090° radials, extending from 12 miles W to 7 miles E of the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on June 24, 1965.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 65-6932; Filed, July 1, 1965; 8:45 a.m.]

[Airspace Docket No. 64-EA-3]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route and Designation of High Altitude Reporting Point

On May 8, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 6443) stating that the Federal Aviation Agency (FAA) proposed to alter Jet Route No. 42 between Nashville, Tenn., and Front Royal, Va., via London, Ky., and Beckley, W. Va.; and to designate London and Beckley as high altitude reporting points.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable. The Air Transport Association of America (ATA), while concurring with the proposal, suggested realignment of this portion of Jet Route No. 42 from Nashville via Beckley to Front Royal without use of London. This suggestion will be considered later as a separate proposal.

Airspace Docket No. 64-EA-54, published in the FEDERAL REGISTER on June 15, 1965 (30 F.R. 7702), and effective July 22, 1965, realigns Jet Route Nos. 6 and 8 from Front Royal, Va., via Westminster, Md., and Yardley, Pa., to Kennedy, N.Y. Jet Route No. 42 is currently aligned northeast of Front Royal via Yardley to Kennedy. Although not considered in the notice of proposed rule making, action is taken herein to realign Jet Route No. 42 between Front Royal and Yardley via Westminster. This change in the route alignment is negligi-

ble, and Jet Route Nos. 6, 8, and 42 will thereby have a coinciding alignment between Front Royal and Kennedy which will reduce confusion resulting from chart clutter near Westminster. Since this modification is minor in nature and causes no undue burden on any person, it is therefore determined that notice and public procedure hereon is unnecessary.

In consideration of the foregoing, Parts 75 and 71 of the Federal Aviation Regulations are amended, effective 0001 e.s.t., August 19, 1965, as hereinafter set forth.

1. In § 75.100 (29 F.R. 17776) the text of Jet Route No. 42 is amended by deleting all after "Nashville, Tenn.;" and substituting therefor "London, Ky.; Beckley, W. Va.; Front Royal, Va.; Westminster, Md.; Yardley, Pa.; to Kennedy, N.Y."

2. In § 71.207 (29 F.R. 17718) "Beckley, W. Va." and "London, Ky." are added.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 25, 1965.

DANIEL E. BARROW,
Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65-6934; Filed, July 1, 1965; 8:45 a.m.]

[Airspace Docket No. 65-CE-55]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

On May 8, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 6444) stating that the Federal Aviation Agency was considering amendments to Part 73 of the Federal Aviation Regulations that would alter Restricted Area R-3601 at Brookville, Kans.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., August 19, 1965, as hereinafter set forth.

In § 73.36 (29 F.R. 17746), Restricted Area R-3601 is amended by deleting "Designated altitudes. Surface to flight level 450." and substituting "Designated altitudes. Surface to flight level 260." therefor; and by deleting "Time of designation. Sunrise to sunset." and substituting therefor "Time of designation. Sunrise to 2400 hours CST, Monday through Friday; sunrise to sunset, Saturday and Sunday."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 25, 1965.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 65-6933; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. 6247; Amdt. 91-21]

PART 91—GENERAL OPERATING AND FLIGHT RULES

Flight Test Areas

A notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14368) on October 17, 1964, stating that the Federal Aviation Agency proposed to eliminate the requirement of obtaining an approved flight test area for the flight testing of aircraft. The period for the submission of comments was extended from November 23, 1964, to December 31, 1964 (29 F.R. 15959), at the request of the Aerospace Industries Association of America (AIA) which stated that it was unable to consolidate serious differences of opinion among its members with respect to the proposal.

The AIA and the Society of Experimental Test Pilots objected to the prohibition of flight tests over "any congested area of a city, town, or settlement, or over any open air assembly of person," in that these terms require further clarification and may be stringently interpreted as applying to any accident resulting in injury to persons or property on the ground. Because recognition and avoidance of congested areas may be difficult while conducting flight tests of a high-performance aircraft at high altitudes, they contend that this terminology may make administration of the rule impractical and raise the probability of finding a violation of the rule when damage to nonparticipating parties occurs. It is necessary that flight tests should be performed to assure safety of flight; and it is recognized that, in extreme cases, parts may impact at considerable distances from a projected flight path.

The object of this regulation is not to provide a convenient means of finding violations for accidents involving nonparticipating parties but to confine flight test operations to areas whereby the least number of persons and property may be subjected to possible injury from this hazardous operation. It is expected that an operator will select an area and plan a flight path therein to achieve this object. It is, therefore, determined to revise the wording of § 91.93 to prohibit flight tests except over open water or sparsely populated areas. This revision will retain substantially the same relevant terminology that was adopted and defined in the original rule in 1957 (22 F.R. 1277, 2576).

Both of these commentators objected to proposed § 91.93(b), regarding potential impact areas, as being indefinite and arbitrary. This objection has merit and § 91.93, as revised, will more simply state a requirement of the regulation, while leaving the responsibility for avoiding operations hazardous to persons and property on the ground upon the aircraft operator.

These commentators and the Pacific Airmotive Corp. suggested that the Agency should continue to approve flight test areas for operators who so desire. As stated in the notice, the Agency sees no benefit to be derived from the continuation of formally approved areas. The public is not adequately informed of the existence of an approved area, and the confinement of operations therein does not in itself enhance safety or alter the responsibility arising from injury to nonparticipating parties. The Agency will continue to work with the operators to develop procedures and to help them locate areas suitable for flight testing. Additionally, the Agency may impose any necessary operating restrictions, including locality, of flight tests in the interest of safety in particular instances. Therefore, the Agency will be available for assistance in the operator's selection of suitable areas but will not designate or approve flight test areas.

The AIA also recommended that the definitions of "flight test" and "basic airworthiness" as contained in the current § 91.93, be incorporated in Part 1. The Agency presently determines when a flight test is required and so stipulates on the appropriate certificate or production schedule. Military regulations are specific as to when flight tests are required. Section 91.167, as amended, differentiates between a flight test and an operational check applicable to aircraft which have been repaired, or overhauled. Therefore, the retention of the definitions, as recommended by AIA, would serve no useful purpose and they are omitted.

The Air Transport Association commented that because of the location of ariports and maintenance facilities from which they operate, air carriers must conduct flight tests, in part, over congested areas and in high density traffic areas. "Flight tests" conducted by the air carriers are more in the nature of operational checks performed in accordance with § 91.167 after overhaul or maintenance, to which § 91.93 is not applicable.

The Hiller Aircraft Co. suggested that the term "high density air traffic" was too indefinite, and that a takeoff and landing at an airport may necessarily involve flight through substantial air traffic. The Airline Pilots Association made a similar comment and additionally suggested that flight tests be prohibited in the vicinity of designated airways or terminal areas. It therefore appears that the confinement of flight test operations to areas having light air traffic may better convey the intent of the regulation. A prohibition of flight tests in designated airways or terminal areas, however, appears to be too restrictive and unrealistic of the necessity to make landings and takeoffs at airports.

The Aircraft Owners and Pilots Association suggested that the responsibility for the operational flight check of an aircraft after repairs or alteration should be with the person authorized to return the aircraft to service and the requirement

for this check should be placed in Part 43. Another comment suggested that the operational flight check should involve a check of the parts which have been altered or repaired. The purpose of § 91.167 is to require an operational check of the aircraft before it is used to carry passengers (other than crewmembers) and therefore should remain in Part 91 as an operating rule; however, this section has been reworded to clarify the relationship of the operational check to the repairs or alterations performed in accordance with Part 43.

One commentator suggested the consideration of a provision limiting flight tests to VFR conditions, daytime only. It is the Agency's practice to specify these limitations when granting an experimental certificate; however, these limitations may be omitted in subsequent test flights, as appropriate, when it may be desirable to conduct the flight test under other conditions. Inclusion of these limitations in the rule is neither necessary or desirable, and will therefore be omitted.

Section 91.93 has been revised to better convey the original intent of requiring flight tests to be conducted in a manner that will minimize the danger to other aircraft and to persons and property on the ground. Section 91.167 has been revised to clarify the differences between a flight test and an operational check, and the relationship of the operational check to the repairs or alterations necessitating the check. These revisions are not intended to alter the substantive content of the rule as proposed in the notice.

Approximately 85 percent of the comments concurred with the proposal without suggesting major changes thereto and one commentator opposed any amendment to the current rule.

Interested persons have been afforded an opportunity to participate in the proposed rule making through the submission of comments. Due consideration was given to all comments received.

In consideration of the foregoing, effective July 31, 1965, §§ 91.93 and 91.167 of Chapter I of Title 14 of the Code of Federal Regulations are amended to read as follows:

§ 91.93 Flight test areas.

No person may flight test an aircraft except over open water, or sparsely populated areas, having light air traffic.

§ 91.167 Carrying persons other than crewmembers after repairs or alterations.

(a) No person may carry any person (other than crewmembers) in an aircraft that has been repaired or altered in a manner that may have appreciably changed its flight characteristics, or substantially affected its operation in flight, until it has been approved for return to service in accordance with Part 43 and an appropriately rated pilot, with at least a private pilot's certificate, flies the aircraft, makes an operational check of the repaired or altered part and logs the flight in the aircraft records.

(b) Paragraph (a) of this section does not require that the aircraft be flown if ground tests or inspections, or both, show conclusively that the repair or alteration has not appreciably changed the flight characteristics, or substantially affected the flight operation of the aircraft.

(Secs. 307 and 313(a), Federal Aviation Act of 1958; 49 U.S.C. 1348 and 1354)

Issued in Washington, D.C., on June 24, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-6935; Filed, July 1, 1965; 8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER B—PROCEDURAL REGULATIONS

[Regulation No. PR-94]

PART 303—RULES OF PRACTICE IN AIRCRAFT ACCIDENT INVESTIGATION HEARINGS

Miscellaneous Amendments

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 29th day of June 1965.

The amendments to Part 303 modify the Board's rules of practice in aircraft accident investigation hearings in two respects. The first series of amendments require that the parties to the Board's investigation, upon proper notice from the Board's Hearing Officer in advance of the prehearing conference, inform him of the changes in the proposed documentary evidence they desire be made, as well as of additional testimony, either documentary or oral in character, which they wish to present at the hearing. If they fail to inform him of the changes or additional testimony desired, they will be precluded from offering such testimony at the hearing unless the presiding officer determines that for good cause shown such testimony should be admitted. The second amendment allows the granting of extensions of time by the Director, Bureau of Safety, to persons for submitting recommendations as to the proper conclusions to be drawn from the testimony and exhibits submitted at the hearing for good cause shown. Both these amendments incorporate the present procedures being employed by the Board and merely add that the parties to the Board proceeding failing to meet certain requirements will be unable to either present certain testimony at the hearing or file late comments after the hearings unless it is determined they may do so for good cause shown.

The amendments are designed to improve the quality of hearings, effectively reduce the time required for each hearing, and improve the quality of the Board's reports.

Since this amendment is a rule of procedure which merely affirms existing practice, and is not in derogation of the rights of any person, notice and public hearing are not required and the amendments may become effective upon less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 303 of the regulations (14 CFR Part 303), effective July 2, 1965 as follows:

1. By adding a new § 303.16(c) to read as follows:

§ 303.16 Parties to the investigation.

* * * * *

(c) Prior to the prehearing conference the Parties to the Investigation will be furnished copies of the available exhibits to be offered in evidence at the hearing (including statements obtained from witnesses during the course of the investigation), a list of the witnesses to be examined at the hearing and a statement of the areas in which each such witness will be examined. At a time, prior to the prehearing conference, specified by the Hearing Officer, the parties shall request of the Hearing Officer any amendment, correction, or addition to the exhibits that they desire be made or furnish such officer with copies of additional exhibits they intend to offer in evidence, as well as a list of any additional witnesses they desire to examine and a statement of the areas in which such witnesses will be examined.

2. By amending § 303.17 to read as follows:

§ 303.17 Prehearing conference.

The Chairman of the Board of Inquiry or the Hearing Officer will hold a prehearing conference with the Parties to the Investigation, the Technical Staff and the representative of the Office of the General Counsel at a convenient time and place prior to the hearing. At such prehearing conference, the presiding officer will advise the Parties, of the witnesses to be called at the hearing, the areas in which they will be examined and the exhibits which will be offered in evidence. A party who has failed to request the Hearing Officer to amend or correct proposed exhibits or to advise him of additional exhibits he intends to offer in evidence or additional witnesses he desires to examine, as required by § 303.16(c), will be precluded from introducing such testimony at the hearing unless the presiding officer determines for good cause shown such evidence should be admitted.

3. By amending § 303.19 to read as follows:

§ 303.19 Evidence.

The officer presiding shall receive all testimony and evidence which might be of aid in determining the cause of the accident. He may exclude any testimony or exhibits which are not pertinent to the investigation or which are merely cumulative, as well as testimony which a party is precluded from introducing by § 303.17 unless he determines that for good cause shown such testimony should be admitted.

4. By amending § 303.20 to read as follows:

§ 303.20 Recommendations by interested persons.

Any person may submit his recommendations as to the proper conclusions to be drawn from the testimony and exhibits submitted at the hearing. Fifteen (15) copies of such recommendations shall be submitted within 30 days after the close of the hearing, and shall be

made a part of the docket. The Director, Bureau of Safety, in response to a request from a person intending to submit recommendations or upon his own initiative, may extend the 30-day period for submitting recommendations if he deems it necessary in the public interest.

(Sec. 204(a), Federal Aviation Act of 1958, 72 Stat. 743; 49 U.S.C. 1324; interpret or apply sec. 701, 72 Stat. 781 as amended by 76 Stat. 921; 49 U.S.C. 1441; sec. 702, 72 Stat. 782; 49 U.S.C. 1442; sec. 1001, 72 Stat. 788; 49 U.S.C. 1481; sec. 1004, 72 Stat. 792; 49 U.S.C. 1484; sec. 1104, 72 Stat. 797; 49 U.S.C. 1504)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 65-6984; Filed, July 1, 1965; 8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart A—Definitions and Procedural and Interpretative Regulations

FURTHER EXTENSION OF EFFECTIVE DATE OF STATUTE FOR CERTAIN SPECIFIED FOOD ADDITIVES

Subsequent to the enactment of Public Law 88-625 (78 Stat. 1002; 21 U.S.C. 342, note), extension of the effective date of the enforcement provisions of the Federal Food, Drug, and Cosmetic Act applicable to certain food additives was authorized to June 30, 1965, under the conditions prescribed by §§ 121.90 and 121.91 of the food additive regulations. The Commissioner of Food and Drugs has now concluded that existing conditions warrant the further interim use of certain food additives for an additional period of time. Therefore, under the statutory provisions above cited and pursuant to the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), §§ 121.90 and 121.91 are amended to read as follows:

§ 121.90 Further extensions of effective date of statute for certain food additives as direct additives to food.

On the basis of data supplied following enactment of Public Law 88-625 (78 Stat. 1002; 21 U.S.C. 342, note), and consistent with the provisions of that statute and the policy prescribed in § 121.84, and findings that no undue risk to the public health is involved in the interim use of the following food additives, the food additives listed may be used in foods, in accordance with good manufacturing practice, under the specified use conditions until December 31, 1965, or until regulations shall have been issued establishing or denying tolerances or exemptions from the requirements of tolerances, in accordance with section 409 of the act, whichever occurs first:

Product	*Specified uses or restrictions*
MISCELLANEOUS	
1,1-*Bis*(*p*-chlorophenyl)-2,2,2-trichloroethanol	From use on fresh mint leaves for control of mites; limit 100 p.p.m. as residue in mint oil.
Petroleum hydrocarbon resin, aliphatic (mol. wt. approx. 1100).	Component of chewing gum base.
Polyglyceryl phthalate ester of edible coconut oil fatty acids diluted with ethylene dichloride.	Spray adjuvant on fruits and vegetables; limit 1 p.p.m. of ester.
FLAVORING SUBSTANCES AND NATURAL SUBSTANCES USED IN CONJUNCTION WITH FLAVORS	
Aloe and aloe extract; *Aloe perryi* Baker, *A. barbadensis* Mill., *A. ferox* Mill., and hybrids of this species with *A. africana* Mill., and *A. spicata* Baker.	In alcoholic beverages only.
Aloe, cape; *Aloe ferox* Mill., and its hybrids with *A. africana Mill.*, and *A. spicata* Baker.	Do.
Aloin; *Aloe perryi* Baker, *A. barbadensis* Mill., *A. ferox* Mill., and hybrids of this species with *A. africana* Mill., and *A. spicata* Baker.	Do.
Angola weed; *Roccella fuciformis* Ach	In alcoholic beverages only.
Boldus (boldo leaves); *Peumus boldus* Mol	Do.
Bryonia (bryony); *Bryonia alba* L	Do.
Calamus (sweetflag) and calamus oil; *Acorus calamus* L	Do.
Cassia fistula (goldenshower senna); *Cassia fistula* L	Do.
Chestnut leaves, leaves extract, and leaves extract, solid; *Castanea dentata* (Marsh.) Borkh.	
Cocillana bark; *Guarea rusbyi* (Britt.) Rusby	In alcoholic beverages only.
Forgetmenot; *Myosotis* spp	Do.
Hart's-tongue; *Phyllitis scolopendrium* (L.) Newm	Do.
Lungmoss (lungwort); *Sticta pulmonaria* Ach	Do.
Meadowsweet, European (*Spirea ulmaria*); *Filipendula ulmaria* (L.) Maxim.	Do.
Melilot herb (yellow melilot); *Melilotus officinalis* (L.) Lam.	Do.
Passion flower herb extract; *Passiflora incarnata* L	
Quillaia extract (soapbark extract, China bark extract). *Quillaja saponaria* Molina.	In alcoholic beverages only.
Red saunders (red sandalwood); *Pterocarpus santalinus*, L. f.	Do.
Stargrass (starwort); *Aletris farinosa* L	In alcoholic beverages only.
Tansy flowers and oil; *Tanacetum vulgare* L	Thujone free. In alcoholic beverages only.
Tansy flowers extract and extract, solid; *Tanacetum vulgare* L.	Do.
Walnut hull, extract; walnut leaves, extract; walnut husks; and walnuts, green; *Juglans* spp.	In alcoholic beverages only.

§ 121.91 Further extensions of effective date of statute for certain food additives as indirect additives to food.

On the basis of data supplied following enactment of Public Law 88-625 (78 Stat. 1002; 21 U.S.C. 342, note), and consistent with the provisions of that statute and the policy prescribed in § 121.84, and findings that no undue risk to the public health is involved in the interim use of the following food additives, the food additives listed may be used in connection with the production, packaging, and storage of food products, in accordance with good manufacturing practice, under the specified use conditions until December 31, 1965, or until regulations shall have been issued establishing or denying tolerances or exemptions from the requirements of tolerances, in accordance with section 409 of the act, whichever occurs first:

Product	*Specified uses or restrictions*
Petroleum polymerization resins obtained from the polymerization of dienes and olefins from low-boiling petroleum stocks.	Component of coating of paper and paperboard for food packaging.
Rosin partially dimerized by zinc chloride catalyst to a drop-softening point of 105° C.-120° C., and a color of N or paler.	As a component of coatings for food packaging.

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since extensions of time, under certain conditions, for the effective date of the food additives amendment to the Federal Food, Drug, and Cosmetic Act were contemplated by Public Law 88-625 as a relief of restrictions on the food-processing industry.

Effective date. This order shall be effective on the date of signature.

(Sec. 6(c), Public Law 85-929, as amended sec. 2, Public Law 87-19, Public Law 88-625; 72 Stat. 1788 as amended 75 Stat. 42, 78 Stat. 1002; 21 U.S.C. 342, note)

Dated: June 29, 1965.

JOHN L. HARVEY, *Deputy Commisisoner of Food and Drugs.*

[F.R. Doc. 65-7018; Filed, July 1, 1965; 8:48 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter X—Oil Import Administration, Department of the Interior

[OI REG. 1 (Rev. 4, Amdt. 6)]

OI REG. 1—OIL IMPORT REGULATION

Miscellaneous Amendments

Sections 10 and 11 relating to allocations of crude oil and unfinished oils in Districts I–IV and in District V have been revised in the light of the levels of authorized imports established pursuant to section 2 of Proclamation 3279, as amended, for the allocation period beginning July 1, 1965.

1. Section 10 of Oil Import Regulation 1 (Revision 4) (29 F.R. 16986) is amended to read as follows:

Sec. 10. Allocations of crude oil and unfinished oils—Districts I–IV.

(a) The quantity of imports of crude oil and unfinished oils determined to be available for allocation in Districts I–IV for the allocation period July 1, 1965, through December 31, 1965, shall be allocated by the Administrator among eligible applicants as provided in paragraphs (b) and (c) of this section.

(b) Except as provided in paragraph (c) of this section, each eligible applicant shall receive an allocation based on refinery inputs for the year ending March 31, 1965, and computed according to the following schedule:

Average B/D input:	Percent of input
0–10,000	18.0
10–30,000	11.9
30–100,000	9.4
100,000 plus	5.64

(c) (1) Except as provided in subparagraph (2) of this paragraph, if an eligible applicant imported crude oil pursuant to an allocation under the Voluntary Oil Import Program and if an allocation computed under paragraph (b) of this section would be less than 57.0 percent of the applicant's last allocation of imports of crude oil under the Voluntary Oil Import Program, the applicant shall, nevertheless, receive an allocation under this section equal to 57.0 percent of his last allocation of imports of crude oil under the Voluntary Oil Import Program.

(2) If an applicant imported crude oil pursuant to an allocation under the Voluntary Oil Import Program which reflected imports of crude oil that would now be exempt from restrictions pursuant to clause (4) of paragraph (a) of section 1 of Proclamation 3279, as amended, and if an allocation computed under paragraph (b) of this section would be less than 46.75 percent of the applicant's last allocation of imports of crude oil under the Voluntary Oil Import Program, the applicant shall, nevertheless, receive an allocation under this section equal to 46.75 percent of his last allocation of imports of crude oil under the Voluntary Oil Import Program.

(d) No allocation made pursuant to this section shall entitle a person to a license which will allow the importation of unfinished oils in excess of 10 percent of the allocation.

(e) No allocation made pursuant to this section may be sold, assigned, or otherwise transferred.

2. Section 11 of Oil Import Regulation 1 (Revision 4) (29 F.R. 16986) is amended to read as follows:

Sec. 11. Allocations of crude oil and unfinished oils—District V.

(a) The quantity of imports of crude oil and unfinished oils determined to be available for allocation in District V for the allocation period July 1, 1965, through December 31, 1965, shall be allocated by the Administrator among eligible applicants as provided in paragraphs (b) and (c) of this section.

(b) Except as provided in paragraph (c) of this section, each eligible applicant shall receive an allocation based on refinery inputs for the year ending March 31, 1965, and computed according to the following schedule:

Average B/D input:	Percent of input
0–10,000	53.5
10–30,000	25.7
30–100,000	14.1
100,000 plus	9.54

(c) (1) Except as provided in subparagraph (2) of this paragraph, if an eligible applicant imported crude oil pursuant to an allocation under the Voluntary Oil Import Program and if an allocation computed under paragraph (b) of this section would be less than 49.0 percent of the applicant's last allocation of imports of crude oil under the Voluntary Oil Import Program, the applicant shall, nevertheless, receive an allocation under this section equal to 49.0 percent of his last allocation of imports of crude oil under the Voluntary Oil Import Program.

(2) If an applicant imported crude oil pursuant to an allocation under the Voluntary Oil Import Program which reflected imports of crude oil that would now be exempt from restrictions pursuant to clause (4) of paragraph (a) of section 1 of Proclamation 3279, as amended, and if an allocation computed under paragraph (b) of this section would be less than 43.0 percent of the applicant's last allocation of imports of crude oil under the Voluntary Oil Import Program, the applicant shall, nevertheless, receive an allocation under this section equal to 43.0 percent of his last allocation of imports of crude oil under the Voluntary Oil Import Program.

(d) (1) No allocation made pursuant to this section shall entitle a person to a license which will allow the importation of unfinished oils in excess of 10 percent of the allocation. Each barrel of unfinished oil imported shall be deemed to be the equivalent of one barrel of crude oil and will be so charged against the person's license by the respective Collectors of Customs.

(2) The permissible percentage of imports of unfinished oils and the equivalence of unfinished oils to crude oil may be changed during the allocation period, if necessary, to prevent impairing accomplishment of the purposes of the program. Such a change will be made only after notice of proposed rule making and will not become effective until the 30th calendar day following publication in the FEDERAL REGISTER of the Amendment making such change.

(e) No allocation made pursuant to this section may be sold, assigned, or otherwise transferred.

Because allocations must be made and licenses issued for the allocation period beginning July 1, 1965, it is impracticable to give notice of proposed rule making on, or to delay the effective date of, this amendment. Accordingly, this amendment shall become effective immediately.

STEWART L. UDALL,
Secretary of the Interior.

JUNE 25, 1965.

[F.R. Doc. 65-6954; Filed, July 1, 1965; 8:46 a.m.]

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 8—NATIONAL SERVICE LIFE INSURANCE

Veterans Reopened Insurance Fund

1. Section 8.102 is revised to read as follows:

§ 8.102 Crediting of premiums to and payment of benefits from the National Service Life Insurance appropriation.

(a) All premiums and other collections on insurance granted or reinstated, pursuant to the following provisions of law, and on any total disability income provision attached thereto, shall be credited directly to the National Service Life Insurance appropriation:

(1) The second sentence of section 602(c)(2), or the first proviso of section 602(v)(1) of the National Service Life Insurance Act, as amended August 1, 1946; and

(2) Policies of insurance referred to in subparagraph (1) of this paragraph issued on the modified life or ordinary life plans under 38 U.S.C. 704(c) or (d), respectively.

(b) Any payment of benefits on insurance granted, deemed to have been granted, continued in force, or reinstated pursuant to the following provisions of law, and on any total disability income provisions attached thereto, shall be made directly from the National Service Life Insurance appropriation:

(1) The second sentence of section 602(c)(2), section 602(c)(3), section 602(m)(2), section 602(p), or the first proviso of section 602(v)(1) of the National Service Life Insurance Act, as amended; and

(2) Policies of insurance referred to in subparagraph (1) of this paragraph issued on the modified life or ordinary life plans under 38 U.S.C. 704(c) or (d), respectively.

2. In § 8.103, the headnote and paragraph (c) are amended to read as follows:

§ 8.103 Crediting of premiums to and payment of benefits from the Service-Disabled Veterans' Insurance Fund, the Veterans' Special Term Insurance Fund and the Veterans Reopened Insurance Fund.

* * * * *

(c) All premiums and other collections for insurance issued under the provisions of 38 U.S.C. 725, and for any modified life or ordinary life plans of such insurance issued under 38 U.S.C. 704 (c) or (d), and for any total disability income provision attached thereto, shall be credited directly to the Veterans Reopened Insurance Fund in the Treasury of the United States. Any payments on such insurance and any total disability income provision attached thereto shall be made directly from such fund. The Administrator shall, from time to time, determine the administrative costs to the Government which in his judgment are properly allocable to insurance issued under 38 U.S.C. 725, and any modified life or ordinary life plans of such insurance issued under 38 U.S.C. 704 (c) or (d), and any total disability income provision attached thereto. Such administrative costs which are allocable to the Veterans Administration shall be transferred from the Veterans Reopened Insurance Fund to the appropriation "General Operating Expenses, Veterans Administration", and the remainder of the administrative costs, as determined by the Administrator, shall be transferred to the general fund receipts in the Treasury. The initial administrative costs of issuing such insurance and any total disability income provision attached thereto shall be transferred over such period of time as the Administrator determines to be reasonable and practicable.

(72 Stat. 1114; 38 U.S.C. 210; PL 89-40)

These VA Regulations are effective May 1, 1965.

Approved: June 28, 1965.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
Deputy Administrator.

[F.R. Doc. 65-6971; Filed, July 1, 1965; 8:46 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 13—ADDRESSES

ZIP Coding of Mailing Lists

A notice of proposed revision in § 13.5(e) of Title 39, Code of Federal Regulations, was published in the FEDERAL REGISTER of February 18, 1965 (30 F.R. 2195), concerning restricting the service of ZIP coding mailing lists to multicoded offices and, effective January 1, 1966, requiring a charge for this service. Temporary regulations covering ZIP coding of mailing lists were simultaneously published. Interested persons were given 30 days in which to submit written comments with respect to the proposal.

After consideration of the comments received, the Department has reached the conclusion to adopt the proposal. It has been reorganized for clarity, and a new paragraph describing the various types of ZIP coded post offices has been added to § 13.6. The amendments to be effective upon publication are as follows:

I. In § 13.5, amend paragraph (e) to read as follows:

§ 13.5 Mailing list services.

* * * * *

(e) *ZIP coding of mailing lists*—(1) *Single ZIP coded post offices.* It is the mailer's responsibility to ZIP Code mailing lists for the single ZIP-coded post offices described in § 13.6(c)(1) and the multi-ZIP-coded post offices described in § 13.6(c)(2)(i) and (ii).

(2) *Multi-ZIP coded post offices.* Under the following conditions, post offices will sort mailing lists consisting of addresses for the multi-ZIP coded post offices described in § 13.6(c)(2)(iii) and (iv) (see also § 13.6(c)(3)) according to five-digit ZIP Code delivery units without charge:

(i) Mailers with EDP equipment must first match their mailing lists with Post Office Department EDP magnetic tapes or data processing cards, or both, to obtain the maximum number of ZIP Codes for those addresses which were previously zoned and which were unaffected by zone boundary changes when the ZIP Code system was introduced. It will also provide ZIP Codes for one-code offices. The addresses to be separated by the post office must be printed on data processing or 3 x 5 card stock for manual coding. The cards must be separated by the post offices of address and submitted by the owner to his local post office.

(ii) Post offices will not write ZIP Codes on individual cards. The cards will be sorted to local ZIP Code areas by city primary distributors and will be securely tied in bundles with a facing slip on each bundle reading "All for ZIP Code Area _____." The ZIP coded bundles will be returned to the post office or the owner according to which one submitted the cards.

(iii) Mailing lists should be wrapped by the owner for mailing, when practicable, and must bear the name and address of the owner.

(iv) Gummed labels, wrappers, envelopes, or postal or post cards indicative of one time use will not be accepted as mailing lists.

NOTE: Effective January 1, 1966, the 1st sentence of § 13.5(e)(2) will read:

(e) *ZIP coding of mailing list* * * *

(2) *Multi-ZIP coded post offices.* Under the following conditions, post offices will sort mailing lists consisting of addresses for the multi-ZIP coded post offices described in § 13.6(c)(2)(iii) and (iv) (See also § 13.6(c)(3)) according to five-digit ZIP Code delivery units at a charge of $1.50 per thousand addresses or fraction thereof, payable to the local postmaster upon submission of the list:

NOTE: The corresponding Postal Manual section is 123.55.

II. Amend § 13.6 to read as follows:

§ 13.6 ZIP Code system.

(a) *Description.* ZIP Code is a five-digit coding system of mail sorting, distribution, and delivery, which identifies each post office and delivery unit and associates each with the sectional center or major office through which mail is routed for delivery. The first digit identifies the geographical area; the second and third digits, together with the first, identify the major city or sectional center, and the fourth and fifth digits identify the post office or other delivery unit.

(b) *Purpose.* The purpose of ZIP Code is to achieve greater accuracy and speed in the dispatch and delivery of mail.

(c) *Assignment of ZIP Codes.* All post offices are assigned a single ZIP Codes which should be included in the address on all mail.

(1) *Single ZIP Coded offices.* Most post offices are assigned a single ZIP Code which should be used in the address on all mail addressed for delivery at such post offices.

(2) *Multi-ZIP Coded offices.* There are four types of multi-ZIP Coded offices as follows:

(i) *Post offices with a named delivery station.* Example: Deltaville, VA 23043 and Amburg (a rural station of Deltaville), VA 23044. A separate number is assigned to Amburg because preparing packages and sacks of mail to Amburg instead of mixing the Amburg mail with the Deltaville mail may speed delivery.

(ii) *Post offices with separate ZIP Code for post office boxes.* Example: Centralia, IL 62801 (carrier delivery), and Centralia, IL 62802 (post office box delivery). A separate number is assigned to the post office boxes so that mail separated to ZIP Code 62802 can be placed in boxes immediately.

(iii) *Post offices with two or more delivery units serving smaller cities.* Example: Marblehead, MA 01945 covers an area served from the main office; and 01947 covers all deliveries from the Clifton Station. The limited number of delivery routes and box sections permits the distribution of mail in a single handling at the office of address.

(iv) *Post offices with several delivery units serving large cities.* Example: Minneapolis, MN 55401 to 55470 has numerous post office box sections and delivery stations and branches. Mail that is separated to five-digit ZIP Code delivery units of the large cities can be distributed to delivery routes and box sections in a single handling. Mail not separated to the five-digit ZIP Code delivery units requires two handlings.

(3) *National ZIP Code Directory.* The National ZIP Code Directory lists ZIP Codes for all post office addresses. Asterisks identify the ZIP Codes which may be used at the smaller post offices described in subparagraph (c)(2) (i), (ii), and (iii) of this paragraph.

(d) *Placement of ZIP Code digits.* (1) The ZIP Code should appear on the last line of both the address of destination and return address following the city and State. A space not less than two-tenths inch and not more than six-tenths inch

is to be left between the last letter of the State and first digit of the code. A comma should not be inserted between the State name and ZIP Code. When State name is abbreviated, the use of a period is optional so long as the space precedes the ZIP Code. Example:

Mr. Henry Brown
24789 Alaska Avenue
Chicago, Illinois 60652

(2) For large volume mailers where space or other factors make the positioning shown in § 13.6(d)(1) impractical, the ZIP Code may be carried as the bottom line of the address, provided it is immediately beneath the city and state and no characters or digits either precede or follow it. Example:

Mr. Harold Jones
1070 High Street
Hot Springs National Park, AR 71901

NOTE: The corresponding Postal Manual section is 123.6.

(R.S. 161, as amended; 5 U.S.C. 22; 39 U.S.C. 501)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-7026; Filed, July 1, 1965; 8:49 a.m.]

PART 16—SECOND-CLASS BULK MAILINGS

PART 24—THIRD CLASS

Presorting by Mailers of Second- and Third-Class Mail and Mailings of Controlled Circulation Publication

On February 17, 1965, the Post Office Department published a notice of proposed rule making in the FEDERAL REGISTER (30 F.R. 2152) in which amendments were proposed to regulations of the Postal Service for the purpose of requiring mailers of bulk second- and third-class matter and controlled circulation publications to presort mailing pieces by ZIP Code numbers.

A substantial number of written comments and arguments have been received by the Department. In addition, officials of the Department have conferred with various groups and individuals regarding the proposed rules. After consideration of the proposals and arguments made to the Department a number of the suggestions submitted have been adopted in whole or in part. The suggestions of a substantial nature which have been adopted are the elimination of the requirement for including the ZIP Code number in the address of mail bearing a simplified address for delivery to rural, star route, and post office boxholders and on mail presorted and bundled by the mailer to carrier routes or to five-digit ZIP Code designations and limiting to certain large offices the requirement that copies be prepared in packages for each delivery unit in multi-ZIP Coded post offices and allowing mailers to use the lowest or principle ZIP Code assigned to all other multi-coded offices. In addition, the proposed regulations have been reorganized for increased clarity. The reorganization of the proposed regulations makes no change in substance and the changes in substance adopted relax the requirements of the proposed regulations. Accordingly, notice of proposed rule making with respect to departures from the notice of proposed rule making set out at 30 F.R. 2152 and public procedure thereon is unnecessary. A period of approximately 18 months is being allowed before the presorting requirements become effective. Other amendments will become effective 30 days after publication.

Accordingly the following regulations are adopted effective 30 days after publication in the FEDERAL REGISTER except to the extent that a later effective date is specified therein.

I. In Part 16, as amended by 30 F.R. 2105, 7390, and 7758, make the following changes:

A. In § 16.2 amend paragraph (a) to read as follows:

§ 16.2 Wrappings.

(a) Single copies not tied in bundles or wrapped in packages as specified in § 16.3(d)(1) must be enclosed in wrappers or envelopes.

* * * * *

NOTE: Effective January 1, 1967, § 16.2(a) will read:

(a) Individually addressed copies not wrapped or tied together as a package by the mailer as required by § 16.3(b)(6) (i) through (iii) must be enclosed in wrappers or envelopes.

B. Amend § 16.3 to read as follows:

§ 16.3 Mailing.

(a) *Place of Mailing.* Publications must be brought for mailing to the post office, or such other place as may be designated by the postmaster, except that when the publisher delivers the copies at his own expense and risk to other post offices or elsewhere, the copies need not be presented for mailing if deposits to cover the postage are maintained.

(b) *Copies for Same Post Office or State*—(1) *Direct packages.* When there are more than five individually addressed copies of a publication for subscribers at the same post office, they must be securely wrapped in packages or tied in bundles and labeled for the post office. The twine and paper used must be strong enough for the weight and size of the package or bundle.

(2) *State packages.* After all post office directs have been made if there are more than five copies remaining for any one State, they must be wrapped in packages or tied in bundles and labeled for the State.

(3) *Direct sacks.* When there are sufficient packages and bundles for one post office to fill a sack approximately one-third full, they must be placed in a direct sack, or sacks, for that post office. Direct sacks should be labeled in the following form:

PHILADELPHIA PA. 191
Fr Progress Boston MA

(4) *Preparation of sectional center sacks by those mailers who voluntarily make additional separations to sectional centers.* When there are sufficient packages and bundles for post offices within a single sectional center area to fill a sack approximately one-third full, they should be placed in a sectional center sack, or sacks, for that sectional center. Sectional center sacks shall be labeled in the following form:

SCF SEATTLE WA 980
Fr Star Spokane WA

(5) *State sacks.* When the quantity is insufficient for direct sacks and there are enough bundles or packages for one State to fill a sack approximately one-third full, they must be placed in a State sack and labeled to the proper distribution point for that State. See § 24.4(b)(7) of this chapter. State sacks should be labeled in the following form:

DENVER CO TERM ANNEX 802
Kansas
Fr The Star Fresno CA

(6) *Mixed sacks.* Publications for which there are insufficient copies to justify direct city and State sacks should be made up in sacks labeled to the local post office. Example:

CHICAGO IL DIS 606
Mixed States
Fr Fair Chicago IL

(7) *Maximum weight in a sack.* The total weight of publications placed in one sack must not exceed 80 pounds.

(8) *Labels furnished by postmaster.* Where sack labels are furnished by the postmaster, the mailer will mark his name on the back of the label. The alpha routing code used on the right side of the label will be obtained by the postmaster from the regional schedule of mail routes.

(9) *Unauthorized labels.* Sacks with unauthorized labels, tags, or markings are not acceptable for dispatch.

NOTE: Effective January 1, 1967, paragraph (b) will read:

(b) *Preparation by the mailer of copies in packages and sacks*—(1) *Package labels.* Package labels are used to show the destination of a package when the destination cannot be determined by the arrangement of the copies in the package or by the sack label. Paper slips may be used as the package label or the top copy or wrapper may be marked or stamped with the package label information required. Label information must be legible.

(2) *Maximum weight in a sack.* The total weight of publications placed in one sack must not exceed 80 pounds.

(3) *Sack labels furnished by postmaster.* When sack labels are furnished by the postmaster, the mailer must place his name on the back of each label.

(4) *Unauthorized sack labels.* Sacks with unauthorized labels, tags, or markings are not acceptable for dispatch.

(5) *Addresses.* The address on each piece must include the ZIP Code. Exceptions:

(i) The ZIP Code may be omitted from pieces bearing a simplified address as provided for by § 13.4(a) of this chapter pieces presorted and bundled by the mailer to city, rural, or star carrier routes; and pieces presorted to five-digit ZIP Code destinations consisting of either a post office having one ZIP Code or the ZIP Code delivery unit in multi-ZIP Coded post offices.

(ii) The lowest or principal ZIP Code assigned to a post office may be used on pieces addressed to any multi-ZIP Coded post office except those listed in subparagraph (7) of this paragraph. Mailers may obtain the lowest or principal ZIP Code for particular post offices from their postmaster.

(6) *Packages and sacks.* When there are six or more individually addressed copies to the destinations described in subdivisions (i)

through (v) of this subparagraph, they must be securely wrapped or tied together as a package by the mailer (the mailer may package less than six copies in the same manner). Packages must be sacked by the mailer when there are enough for the same destination to fill approximately one-third of a sack.

(i) *Five-digit ZIP Code delivery unit packages and sacks.* A five-digit ZIP Code delivery unit is a post office having one ZIP Code or a station or branch of the multi-ZIP Coded post offices listed in subparagraph (7) of this paragraph.

(*a*) *Packages.* The mailer must prepare packages of copies addressed to the same five-digit ZIP Code delivery unit. The copies in the packages must be faced in the same direction. It is recommended that packages be prepared for the five-digit ZIP Code delivery units of the other multi-ZIP Coded post offices which are not listed in subparagraph (7) of this paragraph.

(*b*) *Sacks.* Sacks containing five-digit ZIP Code delivery unit packages must be labeled in the following manner:

Philadelphia PA 19118
Fr News Boston MA

(ii) *Mixed city packages and sacks*—(*a*) *Packages.* Copies remaining for a multi-ZIP Coded post office after the five-digit ZIP Code delivery unit packages required by subdivision (i)(*a*) of this subparagraph have been prepared must be made up as a Mixed City package. The packages must be labeled "Mixed City." The label may be omitted when the packages are placed in a city sack and the top copy in the package is turned or covered so that the individual address on the copy does not show thereby indicating that the package is to be opened for distribution.

(*b*) *Sacks.* Sacks containing mixed city packages plus any packages for five-digit ZIP Code delivery units not sacked as provided for by subdivision (i)(*b*) of this subparagraph must be labeled in the following manner:

Philadelphia PA 191
Fr News Boston MA

(iii) *Sectional center facility (SCF) packages and sacks*—(*a*) *Packages.* Copies remaining for the post offices in a sectional center after the packages required by subdivisions (i)(*a*) and (ii)(*a*) of this subparagraph have been prepared must be combined into an SCF package and labeled "Mixed SCF." The label may be omitted when the packages are placed in a SCF sack and the top copy in the package is turned or covered so that the individual address on the copy does not show thereby indicating that the package is to be opened for distribution.

(*b*) *Sacks.* Sacks containing SCF packages, plus any packages for five-digit ZIP Code delivery units and mixed city packages not sacked as provided for by subdivisions (i)(*b*) and (ii)(*b*) of this subparagraph must be labeled in the following manner:

SCF Philadelphia PA 190
Fr Post Boston MA

(iv) *State packages and sacks*—(*a*) *Packages.* Copies remaining for a State after the packages required by subdivisions (i)(*a*), (ii)(*a*), and (iii)(*a*) of this subparagraph have been prepared must be combined in a State package and labeled with the name of the State. The label may be omitted when the packages are placed in a State sack and the top copy in the package is turned or covered so that the individual address on the copy does not show thereby indicating that the package is to be opened for distribution.

(*b*) *Sacks.* Sacks containing State packages plus any packages for five-digit ZIP Code delivery units, mixed city packages, and SCF packages not sacked as provided for by subdivisions (i)(*b*), (ii)(*b*), and (iii)(*b*) of this subparagraph must be labeled in the following manner:

Kansas City MO DIS 640
Missouri
Fr Star San Francisco CA

(v) *Mixed States packages and sacks.*—(*a*) *Packages.* All copies remaining after the packages required by subdivisions (i)(*a*), (ii)(*a*), (iii)(*a*), and (iv)(*a*) of this subparagraph have been prepared must be combined in a "Mixed States" package and labeled "Mixed States."

(*b*) *Sacks.* Sacks containing Mixed States packages must be labeled in the following manner:

Chicago IL DIS 600
Mixed States
Fr Record Chicago IL

(7) *Multicoded cities.* The 314 multicoded cities for which five-digit ZIP Code delivery unit packages and sacks are required by subparagraph (6)(i) of this paragraph are as follows:

ALABAMA

Birmingham.
Gadsden.
Huntsville.
Mobile.
Montgomery.

ALASKA

Anchorage.

ARIZONA

Phoenix.
Tucson.

ARKANSAS

Little Rock.
North Little Rock.

CALIFORNIA

Alhambra.
Anaheim.
Bakersfield.
Berkeley.
Beverly Hills.
Burbank.
Canoga Park.
Concord.
Fairfield.
Fresno.
Fullerton.
Gardena.
Garden Grove.
Glendale.
Hayward.
Inglewood.
La Puente.
Lompoc.
Long Beach.
Los Angeles.
Modesto.
North Hollywood.
Oakland.
Palo Alto.
Pasadena.
Pomona.
Redwood City.
Richmond.
Riverside.
Sacramento.
San Bernardino.
San Diego.
San Fernando.
San Francisco.
San Jose.
San Mateo.
Santa Ana.
Santa Barbara.
Santa Clara.
Santa Monica.
Santa Rosa.
Stockton.
Sunnyvale.
Torrance.
Van Nuys.
Walnut Creek.
Whittier.

COLORADO

Colorado Springs.
Denver.
Pueblo.

CONNECTICUT

Bridgeport.
Hartford.
Milford.
New Britain.
New Haven.
Stamford.
Waterbury.

DELAWARE

Wilmington.

DISTRICT OF COLUMBIA

Washington, D.C.

FLORIDA

Clearwater.
Daytona Beach.
Fort Lauderdale.
Hialeah.
Hollywood.
Jacksonville.
Lakeland.
Miami.
Orlando.
Pensacola.
Pompano Beach.
Saint Petersburg.
Sarasota.
Tallahassee.
Tampa.
West Palm Beach.

GEORGIA

Albany.
Atlanta.
Augusta.
Columbus.
Decatur.
Macon.
Savannah.

HAWAII

Honolulu.

IDAHO

Boise.

ILLINOIS

Arlington Heights.
Aurora.
Chicago.
Decatur.
East St. Louis.
Evanston.
Joliet.
Melrose Park.
Oak Park.
Peoria.
Rockford.
Springfield.

INDIANA

Evansville.
Fort Wayne.
Gary.
Hammond.
Indianapolis.
Lafayette.
South Bend.
Terre Haute.

IOWA

Cedar Rapids.
Davenport.
Des Moines.
Sioux City.
Waterloo.

KANSAS

Kansas City.
Shawnee Mission.
Topeka.
Wichita.

KENTUCKY

Covington.
Lexington.
Louisville.
Newport.

LOUISIANA

Baton Rouge.
Metairie.
New Orleans.
Shreveport.

MAINE

Portland.

MARYLAND

Annapolis.
Baltimore.
Hyattsville.
Silver Spring.

MASSACHUSETTS

Boston.
Brockton.
Fall River.
Holyoke.
Lowell.
Lynn.
New Bedford.
Springfield.
Worcester.

MICHIGAN

Ann Arbor.
Battle Creek.
Bay City.
Birmingham.
Dearborn.
Detroit.
Flint.
Grand Rapids.
Jackson.
Kalamazoo.
Lansing.
Livonia.
Muskegon.
Pontiac.
Royal Oak.
Saginaw.
Warren.

MINNESOTA

Duluth.
Minneapolis.
Saint Paul.

MISSISSIPPI

Biloxi.
Jackson.

MISSOURI

Independence.
Kansas City.
Saint Joseph.
Saint Louis.
Springfield.

MONTANA

Billings.
Great Falls.

NEBRASKA

Lincoln.
Omaha.

NEVADA

Las Vegas.
Reno.

NEW HAMPSHIRE

Concord.
Manchester.

NEW JERSEY

Atlantic City.
Camden.
Clifton.
East Orange.
Elizabeth.
Hackensack.
Jersey City.
Montclair.
Newark.
New Brunswick.
Orange.
Paterson.
Plainfield.
Rahway.
Ridgewood.
Rutherford.
Trenton.

NEW MEXICO

Albuquerque.

NEW YORK

Albany.
Binghamton.
Bronx.
Brooklyn.
Buffalo.
Elmira.
Far Rockaway.
Flushing.
Hempstead.
Hicksville.
Jamaica.
Long Island City.
New Rochelle.
New York City.
Niagara Falls.
Poughkeepsie.
Rockville Centre.
Rochester.
Schenectady.
Staten Island.
Syracuse.
Troy.
Utica.
White Plains.
Yonkers.

NORTH CAROLINA

Asheville.
Charlotte.
Durham.
Fayetteville.
Greensboro.
High Point.
Raleigh.
Wilmington.
Winston-Salem.

NORTH DAKOTA

Fargo.

OHIO

Akron.
Canton.
Cincinnati.
Cleveland.
Columbus.
Dayton.
Hamilton.
Mansfield.
Springfield.
Toledo.
Warren.
Youngstown.

OKLAHOMA

Oklahoma City.
Tulsa.

OREGON

Eugene.
Portland.
Salem.

PENNSYLVANIA

Allentown.
Bethlehem.
Erie.
Harrisburg.
Johnstown.
Lancaster.
Media.
Norristown.
Philadelphia.
Pittsburgh.
Pittston.
Reading.
Scranton.
State College.
Wilkes-Barre.
York.

PUERTO RICO

San Juan.

RHODE ISLAND

Pawtucket.
Providence.

SOUTH CAROLINA

Charleston.
Columbia.
Greenville.
Spartanburg.

SOUTH DAKOTA

Rapid City.
Sioux Falls.

TENNESSEE

Chattanooga.
Knoxville.
Memphis.
Nashville.

TEXAS

Abilene.
Amarillo.
Austin.
Beaumont.
Corpus Christi.
Dallas.
El Paso.
Fort Worth.
Houston.
Lubbock.
San Antonio.
Waco.
Wichita Falls.

UTAH

Ogden.
Salt Lake City.

VIRGINIA

Alexandria.
Arlington.
Falls Church.
Hampton.
Lynchburg.
Newport News.
Norfolk.
Portsmouth.
Richmond.
Roanoke.
Virginia Beach.

WASHINGTON

Seattle.
Spokane
Tacoma.

WEST VIRGINIA

Charleston.
Huntington.

WISCONSIN

Green Bay.
Madison.
Milwaukee.
Racine.

(c) *Copies for military post offices overseas*—(1) *Direct packages.* When more than one copy is addressed to one unit, APO, or Navy or Marine Corps address (see § 13.8 of this chapter), the copies must be securely wrapped in packages or tied in bundles labeled for military address.

(2) *Mixed packages.* After all direct packages have been made, if there are more than five copies remaining for dispatch through any postal concentration center, they must be wrapped in packages or tied in bundles and labeled for the center.

(3) *Direct sacks.* When there are a sufficient number of packages and bundles for one unit, APO, or Navy or Marine Corps address to fill approximately one-half of a sack, a direct sack must be made. Direct sacks will not be opened at postal concentration centers. The sack should be labeled in the following form:

(Show appropriate postal concentration center.) (Show military address.)

PCC SAN FRANCISCO CA 962
APO 96360
Fr The Recorder New York NY

(4) *Mixed sacks.* When the quantity is insufficient for a direct sack and there are enough bundles or packages for dispatch through one postal concentration center to fill approximately one-half of a sack, make up a sack for that center and label in the following form:

(Show appropriate postal concentration center.) (Show FPO when applicable.)

PCC NEW YORK N Y 110
APO Mail
Fr The Recorder New York N Y

(d) *Exceptional dispatch*—(1) *Applications.* Postmasters at the office or original or additional second-class entry where the postage is paid on the copies which are transported at the publisher's expense and risk will approve or disapprove applications filed under § 22.3(c)(4) of this chapter for exceptional dispatch on the basis of whether such dispatch will improve service. They will notify other post offices concerned and the Regional Director of approved arrangements and include a list showing how the sacks or outside bundles are to be labeled and the approximate number of copies.

(2) *Delivery to other post offices.* Only after notification by the postmaster at the entry office where the postage is paid shall copies be accepted at another office directly from the publisher. At least once each 6 months the accepting postmaster shall verify the number of copies received directly from the publisher. Any significant increase noted at time of verification or at any other time shall be reported promptly to the entry office where the postage is paid.

(3) *Delivery by mobile unit clerks.* Mobile unit clerks, when authorized by the postmaster, may receive packages of second-class publications directly from publishers or news agents and deliver them as directed, provided the packages are presented and called for at the mail-car and are not received from or intended for delivery in any post office.

(4) *Delivery by baggagemen.* Baggagemen when authorized by an appropriate Regional Director may receive packages of second-class publications directly from publishers and news agents on trains to which no mobile unit clerk is assigned. The baggageman will deliver the packages of outside matter at the place shown on the address. When in his custody, the packages will be considered as mail.

(5) *Delivery to agents.* Packages marked to be delivered outside the mail will be so delivered only when addressed to news agents or agents of publishers.

(6) *Preparation.* Bundles or packages intended for delivery outside the mail must be adequately wrapped with heavy paper and tied with twine heavy enough to stand up under the regular handling and dispatch of these packages. The wrapper of the bundles must be conspicuously marked "U.S. Mail for Outside Delivery at Publisher's Risk."

NOTE: The corresponding Postal Manual section is 126.3.

C. In § 16.4 amend paragraphs (b) and (c) to read as follows:

§ 16.4 Newspaper treatment.

* * * * *

(b) *Preparation for mailing.* Newspapers must be made up in sacks plainly labeled "Newspapers." Sacks will be made in accordance with § 16.3(b). Label in the following manner (the abbreviation "NEWS" may be substituted for "Newspapers" when necessary because of space limitations):

CINCINNATI OH 452
Newspapers
Fr The Register Columbus OH

PITTS & ST LOU TR 32
Newspapers
Fr Register Columbus OH

(c) *Dispatching.* Newspapers will be dispatched in pouches with first-class mail when the quantity is not sufficient to make up separate sacks. Newspapers for dispatch to railway post offices, highway post offices, terminals, sectional centers, or first-class offices will not be mixed in sacks with any class of mail other than first class. Sacks labeled "Newspapers" will be dispatched with first-class mail in surface transportation.

* * * * *

NOTE: The corresponding Postal Manual sections are 126.42 and 126.43.

D. In § 16.5, redesignate paragraph (g) as paragraph (h) and insert a new paragraph (g) to read as follows:

§ 16.5 Statement and copy filed with mailings.

* * * * *

(g) *Copies of previous and current issues combined.* When a reasonable

number of copies of previous issues are included in a mailing of a current issue, they may be accepted and charged with postage on the basis of the percentages of advertisements and nonadvertisements contained in the current issue, the issue forming the bulk of the mailing presented being regarded as the current issue.

* * * * *

NOTE: The corresponding Postal Manual sections are 126.57 and 126.58.

§ 24.4 [Amended]

II. In § 24.4 *Preparation—payment of postage*, make the following changes in paragraph (b).

A. Insert the following immediately after subparagraph (5): "(See the regulation under the Note, which will follow paragraph (b), and which will supersede subparagraph (5), effective Jan. 1, 1967.)"

NOTE: The corresponding Postal Manual section is 134.425.

B. In paragraph (b) subparagraph (6) is amended and subparagraph (7) is deleted and subparagraph (8) is redesignated subparagraph (7). As so amended, subparagraphs (6) and (7) read as follows:

(6) *Preparation for dispatch*—(i) *Direct sacks.* When there are sufficient direct packages for the same post office to fill a sack at least one-third full, the mailer must place them in a sack or sacks which should be labeled in the following manner:

PHILADELPHIA PA 193
CIRCS
Fr Jay Mailing Co Cincinnati OH

(ii) *Preparation of sectional center sacks by those mailers who voluntarily make additional separations to sectional centers.* When there are sufficient direct packages for the several post offices within a single sectional center area to fill a sack approximately one-third full, they should be placed in a sectional center sack, or sacks, for that sectional center. Sectional center sacks shall be labeled in the following manner:

SCF LAFAYETTE LA 705
CIRCS DIRECTS
Fr LM Mailers New Orleans LA

(iii) *State Sacks*—(a) *Direct packages.* After all possible direct sacks for the same post office have been made, if there are enough direct packages remaining for other post offices within the same State to fill approximately one-third of a sack, they shall be placed in a State sack and labeled to the proper distribution point. (See subparagraph (7) of this paragraph.) State sacks shall be labeled in the following manner:

COUNCIL BLUFFS IO TERM 515
CIRCS Directs
Fr DC Mailers Washington DC

(b) *State packages.* When State packages of circulars for one State will fill approximately one-third of a sack, they shall be placed in a State sack and labeled to the proper distribution point. (See subparagraph (7) of this paragraph.) The sack shall be labeled in the following form:

OGDEN UT TERM 843
CA WORKING CIRCS
Fr DC Mailers Washington DC

(iv) *Mixed Sacks.* (a) Mixed State packages of circulars may be included in sacks labeled "Mixed States—Circulars."

(b) Any direct package for which there is insufficient quantity to make city or State direct sacks should be included in sacks labeled "Mixed Directs—Circulars."

(v) *Sack weight.* The total weight of third-class mail placed in one sack must not exceed 80 pounds.

(vi) *Labels furnished by postmasters.* Where standard post office sack labels are furnished by the postmaster, the mailer will mark his name on the back of the label. The alpha routing code used on the right side of the label will be obtained by the postmaster from the regional schedule of mail routes.

(vii) *Unauthorized labels.* Sacks with unauthorized labels, tags, or markings are not acceptable for dispatch.

(7) *Special services.* The registry, insurance, special delivery, certified, and COD services may not be used for third-class matter mailed at bulk rates.

NOTE: Effective January 1, 1967, § 24.4(b) (5) through (7) will read:

(c) *Preparation by the mailer of pieces in packages and sacks.*—(1) *Package labels.* Package labels are used to show the destination of a package when the destination cannot be determined by the arrangement of the pieces in the package or by the sack label. Paper slips may be used as the package label or the top piece or wrapper may be marked or stamped with the package label information required. Label information must be legible.

(2) *Maximum weight in a sack.* The total weight of pieces placed in one sack must not exceed 80 pounds.

(3) *Sack labels furnished by postmaster.* When sack labels are furnished by the postmaster, the mailer must place his name on the back of each label.

(4) *Unauthorized sack labels.* Sacks with unauthorized labels, tags, or markings are not acceptable for dispatch.

(5) *Addresses.* The address on each piece must include the ZIP Code. Exceptions:

(i) The ZIP Code may be omitted from pieces bearing a simplified address as provided for by § 13.4(a) of this chapter; pieces presorted and bundled by the mailer to city, rural, or star carrier routes; and pieces presorted to five-digit ZIP Code destinations consisting of either a post office having one ZIP Code or the ZIP Code delivery unit in multi-ZIP Coded post offices.

(ii) The lowest or principal ZIP Code assigned to a post office may be used on pieces addressed to any multi-ZIP Coded post office except those listed in § 16.3(b)(7) of this chapter. Mailers may obtain the lowest or principal ZIP Code for particular post offices from their postmaster.

(6) *Packages and sacks.* When there are ten or more individually addressed pieces to the destinations described in subdivisions (i) through (v) of this subparagraph, they must be securely wrapped or tied together as a package by the mailer (the mailer may package less than 10 pieces in the same manner). Packages must be sacked by the mailer when there are enough for the same destination to fill approximately one-third of a sack.

(i) Five-digit ZIP Code delivery unit packages and sacks. A five-digit ZIP Code delivery unit is a post office having one ZIP Code or a station or branch of the multi-ZIP Coded post offices listed in § 16.3(b)(7) of this chapter.

(a) *Packages.* The mailer must prepare packages of pieces addressed to the same five-digit ZIP Code delivery unit. The pieces in the packages must be faced in the same direction. It is recommended that packages be prepared for the five-digit ZIP Code delivery units of the other multi-ZIP Coded post offices which are not listed in § 16.3(b)(7) of this chapter.

(b) *Sacks.* Sacks containing five-digit ZIP Code delivery unit packages must be labeled in the following manner:

Philadelphia PA 19118
CIRCS
Fr JC Company Boston MA

(ii) *Mixed city packages and sacks.* (a) *Packages.* Pieces remaining for a multi-ZIP Coded post office after the five-digit ZIP Code delivery unit packages required by subdivision (i)(a) of this subparagraph have been prepared must be made up as a Mixed City package. The packages must be labeled "Mixed City." The label may be omitted when the packages are placed in a city sack and the top piece in the package is turned or covered so that the individual address on the piece does not show, thereby indicating that the package is to be opened for distribution.

(b) *Sacks.* Sacks containing mixed city packages plus any packages for five-digit ZIP Code delivery units not sacked as provided for by subdivision (i)(b) of this subparagraph must be labeled in the following manner:

Philadelphia PA 191
CIRCS
Fr Jay Mailing Co Cincinnati OH

(iii) *Sectional Center Facility (SCF) Packages and Sacks*—(a) *Packages.* Pieces remaining for the post offices in a sectional center after the packages required by subdivisions (i)(a) and (ii)(a) of this subparagraph have been prepared must be combined into an SCF package and labeled "Mixed SCF." The label may be omitted when the packages are placed in a SCF sack and the top piece in the package is turned or covered so that the individual address on the piece does not show thereby indicating that the package is to be opened for distribution.

(b) *Sacks.* Sacks containing SCF packages, plus any packages for five-digit ZIP Code delivery units and mixed city packages not sacked as provided for by subdivisions (i)(b) and (ii)(b) of this subparagraph must be labeled in the following manner:

SCF Philedelphia PA 190
CIRCS
Fr Q Mailers Balto MD

(iv) *State packages and sacks.* (a) *Packages.* Pieces remaining for a State after the packages required by subdivisions (i)(a), (ii)(a) and (iii)(a) have been prepared must be combined in a State package and labeled with the name of the State. The label may be omitted when the packages are placed in a State sack and the top piece in the package is turned or covered so that the individual address on the pieces does not show, thereby indicating that the package is to be opened for distribution.

(b) *Sacks.* Sacks containing State packages plus any packages for five-digit ZIP Code delivery units, mixed city packages, and SCF packages not sacked as provided for by subdivisions (i)(b) and (iii)(b) of this sub-

paragraph must be labeled in the following manner:

Kansas City MO DIS 640
Missouri CIRCS
Fr Star San Francisco CA

(v) *Mixed States packages and sacks*—(a) *Packages.* All pieces remaining after the packages required by subdivisions (i)(a), (ii)(a), (iii)(a), and (iv)(a) of this subparagraph, have been prepared must be combined in a Mixed States package and labeled "Mixed States."

(b) *Sacks.* Sacks containing Mixed States packages must be labeled in the following manner:

Chicago IL DIS 600
Mixed States CIRCS
Fr Record Chicago IL

(d) *Special services.* The registry, insurance, special delivery, certified, and C.O.D. services may not be used for third-class matter mailed at bulk rates.

NOTE: The corresponding Postal Manual sections are 134.425, 134.426, and 134.427.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 4363, 4422, and 4452)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-6977; Filed, July 1, 1965; 8:47 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

SUBCHAPTER C—MINERALS MANAGEMENT (3000)

[Circular No. 2195]

PART 3610—MINERAL MATERIALS DISPOSALS

Subpart 3610—Mineral Materials Disposals; General

Subpart 3611—Mineral Material Sales

DISPOSAL OF MINERAL MATERIALS

On page 952 of the FEDERAL REGISTER of January 29, 1965, there was published a proposal to amend 43 CFR Part 3610.

The primary purpose of the proposed amendments was to provide a more realistic method of payment for sales of material where such sales include all the materials within a specified area and for sales for the duration of production, and to spell out the tenure afforded purchasers under material sales contracts.

Interested persons were given 30 days within which to submit written comments, suggestions, or objections with respect to the proposed amendments. After consideration of all comments and suggestions received during that period, the following change was made in the proposed amendments. The final sentence of § 3611.8–4(d)(2) has been altered to distinguish between moneys which may be refunded and those which may not.

The amendments are hereby adopted as set forth below and shall become effective at the beginning of the 30th calendar day following publication in the FEDERAL REGISTER.

1. Section 3610.1 is amended by the addition of a paragraph (d).

§ 3610.1 Mineral materials disposal policy; limitations.

* * * * *

(d) Any subsequent settlement, location, lease, sale, or other appropriation under the general land laws, including the mineral leasing and mining laws, of lands covered by a materials sale contract, shall be subject to the outstanding contract of sale. Unless otherwise provided by contract, the contract purchaser, notwithstanding any subsequent appropriation under other provisions of the general land laws, shall have the right to extract and remove the materials until the termination of the contract. During the term, the purchaser shall have the right to use and occupy so much of the described land as is reasonably incidental and necessary to the fulfillment of the contract. All contracts of sale shall be subject to the continuing rights of the United States to use the surface and to issue leases, permits, and licenses involving the use and occupancy of the surface, provided that such subsequently authorized use shall not endanger or materially interfere with the purchaser's production or removal of the materials under contract.

2. Section 3611.6 is amended as follows:

§ 3611.6 Deposits with bids.

(a) For cash sales a bid deposit of not less than 10 percent of the appraised value of the mineral materials offered is required. The authorized officer may, at his discretion, require larger deposits.

(b) For installment sales, the bid deposit shall be not less than the amount of the first installment required under § 3611.8–4 and specified in the advertisement of the sale.

(c) Sealed bids must be accompanied by the deposit. For mineral materials offered at oral auction, bidders must make the deposit prior to the opening of the bidding.

(d) Deposits may be in the form of cash, money orders, bank drafts, cashier's or certified checks made payable to the Bureau of Land Management, or bid bonds of a corporate surety shown on the approved list of the U.S. Treasury Department. Upon conclusion of the bidding, the bid deposits of all bidders, except the high bidder, shall be returned. The deposit of the successful bidder will be applied on the purchase price at the time the contract is signed by the authorized officer. If the contract is not awarded to the high bidder his deposit will be returned, and the next successive high bidder will be called upon for a remittance of the full amount of the first installment.

3. Section 3611.8–4 is amended as follows:

§ 3611.8–4 Payments.

(a) Mineral materials shall not be removed unless advance payment has been made as provided in the contract.

(b) For sales of not more than $2,000 the full amount shall be paid at the execution of the contract.

(c) Fixed unit prices in excess of $2,000 may be paid by installments. Installments shall be at least 10 percent of the total purchase price or $1,000, whichever is less. As provided in § 3611.6, the first installment must be paid as a deposit when the bid is submitted. The second installment must be paid prior to the commencement of removal operations. Remaining installments shall be due and payable without notice whenever the value of the material removed shall equal the sum of the second and subsequent installments paid by the purchaser. The total amount of the purchase price must be paid prior to 60 days before the expiration date of the contract. The purchaser shall not be entitled to a refund on a fixed unit sale even though the amount of material removed or designated for removal may be less than the estimated total volume shown in the contract.

(d) Sales for the duration of production or sale of all the mineral materials in a specified area which exceed $2,000 shall be conditioned on the following terms of payment.

(1) A first installment of not less than $500 shall be paid upon the execution of the contract. Remaining installments in amounts to be specified shall be due and payable without notice whenever the value of the material removed shall equal the sum of the first and subsequent installments. Mineral materials shall not be removed unless the advance installment has been made as provided in the contract.

(2) All contracts for sale of material under this subparagraph shall provide for periodic reappraisal of the mineral material. The frequency of the reappraisal shall be specified in the sale contract. If, upon termination, the total payments made under the contract exceed total value of the material removed, such excess shall be returned to the purchaser, except for payments made in lieu of minimum production pursuant to subparagraph (3) of this paragraph.

(3) Annual production shall be required in an amount sufficient to return to the United States a sum of money equal to the first installment. In lieu of such minimum production there shall be an annual payment in the amount of the first installment which will not be credited to future production. Payments for or in lieu of minimum annual production shall be due and payable and must be received by the authorized officer on or before the anniversary date of the execution of the contract, failing which the contract shall be considered breached and terminated, and all money paid pursuant to the contract shall be forfeited.

(e) The purchaser shall be required to make a report of operations under his contract with each installment payment, and to provide verification of the amount of material removed when called upon to do so by the authorized officer.

4. Section 3611.8–5 is amended as follows:

§ 3611.8–5 Time for removal.

Time for removing materials sold, except that sold under a duration of production contract or contract for the sale of all material within a specified area, shall not exceed a period of 2 years ex-

cept that such time for removal may be extended as provided in § 3611.8–6.

STEWART L. UDALL,
Secretary of the Interior.

JUNE 25, 1965.

[F.R. Doc. 65–6957; Filed, July 1, 1965; 8:46 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 1—Federal Procurement Regulations

PART 1–15—CONTRACT COST PRINCIPLES AND PROCEDURES

Subpart 1–15.3—Principles for Determining Applicable Costs Under Research Contracts With Educational Institutions

PRINCIPLES FOR DETERMINING COSTS APPLICABLE TO RESEARCH AND DEVELOPMENT UNDER GRANTS AND CONTRACTS WITH EDUCATIONAL INSTITUTIONS

The following regulations delete the cost principles set forth in FPR Subpart 1–15.3 for determining applicable costs under research contracts with educational institutions and, in lieu thereof, provide for the use of Bureau of the Budget Circular No. A–21, Revised, dated March 3, 1965, Subject: Principles for determining costs applicable to research and development under grants and contracts with educational institutions. In general the changes embodied in the revision of Circular No. A–21 are intended to clarify and refine the methods used in identifying, classifying, and distributing indirect costs, and to provide more definitive standards concerning the allowability of costs, both direct and indirect, applicable to Government research grants and contracts. The revised cost principles of Circular No. A–21 will be set forth in their entirety in a forthcoming amendment of FPR Subpart 1–15.3.

Subpart 1–15.3 is revised to read as follows:

Subpart 1–15.3—Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts With Educational Institutions

Sec.

AUTHORITY: The provisions of this Subpart 1–15.3 issued under sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c).

Subpart 1–15.3—Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts With Educational Institutions

§ 1–15.301 General.

The principles set forth in Bureau of the Budget Circular No. A–21, Revised, dated March 3, 1965, shall be used for determining the costs applicable to research and development work performed by educational institutions under grants from and contracts with the Federal Government. These principles are confined to the subject of cost determination and make no attempt to identify the circumstances or dictate the extent of agency and institutional participation in the financing of a particular research or development project. The principles are designed to provide recognition of the full allocated costs of such research work under generally accepted accounting principles. No provision for profit or other increment above cost is intended.

§ 1–15.302 [Reserved]
§ 1–15.303 [Reserved]
§ 1–15.304 [Reserved]
§ 1–15.305 [Reserved]
§ 1–15.306 [Reserved]
§ 1–15.307 [Reserved]
§ 1–15.308 [Reserved]
§ 1–15.309 [Reserved]

Effective date. This regulation is effective August 16, 1965, but as indicated in Bureau of the Budget Circular No. A–21, Revised, dated March 3, 1965, the revised principles should be applied at the earliest practicable date.

Dated: June 28, 1965.

LAWSON B. KNOTT, Jr.,
Administrator of General Services.

[F.R. Doc. 65–6970; Filed, July 1, 1965; 8:46 a.m.]

Chapter 9—Atomic Energy Commission

PART 9–56—SELECTION OF CONTRACTORS BY BOARD PROCESS

Subpart 9–56.1—Contractor Selection Boards

Subpart 9–56.3—Review and Approval of Selection Actions

MISCELLANEOUS AMENDMENTS

Section 9–56.103 *Designation of Selection Boards*, paragraph (a) is amended to read as follows:

§ 9–56.103 Designation of Selection Boards.

(a) The General Manager, Headquarters, Headquarters Division Directors, and Managers of Field Offices designate or authorize the designation of Contractor Selection Boards. Officials who designate Selection Boards are hereinafter referred to as designating officials.

* * * * *

Section 9–56.105, *Duties of the Board*, paragraph (d) is amended to read as follows:

§ 9–56.105 Duties of the Board.

* * * * *

(d) Evaluation of proposals and a recommendation of the contractor to be selected to the designating official, supported by a Contractor Selection Board report. However, the Commission may designate for certain selections that the selection will be by the Commission, and, in such event, the General Manager will arrange for the Board to submit a written analysis of each proposal, but without a recommendation of the contractor to be selected to the designating official; and

* * * * *

Section 9–56.301 *Approval of proposed selection actions*, paragraph (a) is amended to read as follows:

§ 9–56.301 Approval of proposed selection actions.

(a) Unless approval of higher authority is required (for field offices, see AECPR 9–56.302, and for Headquarters divisions, see AECPR 9–56.303), or unless the Commission designates otherwise for certain selections (see AECPR 9–56.105 (d)), the final decision on selection actions is the responsibility of the designating official. These actions include the establishment of the Selection Board, criteria and weighting, proposed list of invitees, requests for proposals, the Board's recommendation of firms to be given final consideration, and approval of the final selection.

* * * * *

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2201; sec. 205, Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

Effective date. These amendments are effective upon publication in the FEDERAL REGISTER.

For the U.S. Atomic Energy Commission.

Dated at Germantown, Md., this 25th day of June 1965.

R. J. HART,
Acting Director, Division of Contracts.

[F.R. Doc. 65–6978; Filed, July 1, 1965; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Camas National Wildlife Refuge, Idaho

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game for individual wildlife refuge areas.

IDAHO

CAMAS NATIONAL WILDLIFE REFUGE

Hunting of big game at Camas National Wildlife Refuge, Idaho, is suspended for the 1965 season. The refuge population of big game has declined and is insufficient to warrant public hunting.

PAUL T. QUICK,
Regional Director, Bureau of Sport Fisheries and Wildlife.

JUNE 24, 1965.

[F.R. Doc. 65–6962; Filed, July 1, 1965; 8:46 a.m.]

PART 32—HUNTING

Deer Flat National Wildlife Refuge, Idaho

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game for individual wildlife refuge areas.

IDAHO

DEER FLAT NATIONAL WILDLIFE REFUGE

Hunting of big game at Deer Flat National Wildlife Refuge, Idaho, is suspended for the 1965 season. The high level of Lake Lowell has inundated much of the refuge big game habitat, and nearby land reclamation has eliminated cover for big game and has restricted migration to the refuge.

PAUL T. QUICK,
Regional Director, Bureau of Sport Fisheries and Wildlife.

JUNE 25, 1965.

[F.R. Doc. 65-6963; Filed, July 1, 1965; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Parts 3120, 3130, 3140, 3150, 3160, 3180, 3220, 3320]

COMPETITIVE MINERAL LEASING

Notice of Proposed Rule Making

Basis and purpose. Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the act of February 25, 1920 (41 Stat. 437; 30 U.S.C. sec. 181, et seq.) and section 2470 of the Revised Statutes (43 U.S.C. 1201), it is proposed to amend the hereinafter enumerated sections of the foregoing parts of Title 43, Code of Federal Regulations.

The purpose of the proposed amendments is to establish a uniform method of bidding for the lease of minerals presently leasable through competitive bidding either through sealed bids or oral bids or a combination of both. The proposed amendments would provide for sealed bidding only.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendments to the Bureau of Land Management, Washington, D.C., 20240 within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 3124.1 is amended to read as follows:

§ 3124.1 Designation and offer of lands for lease.

The lands and deposits subject to disposition under the act which are within the known geologic structure of a producing oil or gas field will be divided into leasing blocks or tracts in units of not exceeding 640 acres each, which shall be as nearly compact in form as possible, and offered for lease at a royalty and rental to be specified in the notice of sale, to the qualified person who offers the highest bonus by competitive sealed bid as prescribed in the notice of sale.

2. Section 3124.3 is amended to read as follows:

§ 3124.3 Qualifications of successful bidder.

Each bidder must submit with his bid a certified check, cashier's check, bank draft, money order, or cash, for one-fifth of the amount bid by him and a statement over the bidder's own signature with respect to citizenship and interests held, similar to that required of an offeror under § 3123.2(c). If the successful bidder is a corporation, it must also file a statement similar to that required by § 3123.2(g).

3. Section 3124.4 is amended to read as follows:

§ 3124.4 Award of lease.

Following the opening of the sealed bids, the authorized officer, subject to his right to reject any or all bids, will award the lease to the successful bidder. Notice of his action will be forthwith transmitted to the interested parties through the local office. If the lease be awarded, three copies of the lease will be sent to the successful bidder and he will be required within 30 days from receipt thereof to execute them, pay the balance of his bonus bid, the first year's rental and the cost of publication of the lease offer as specified in § 3124.2 and file a bond as required in § 3126.1. If any bid be rejected, the deposit will be returned. If a bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited and disposed of as other receipts under this act. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized the attorney-in-fact or agent to execute the lease. If two or more units are awarded to any bidder, such units, where the acreage does not exceed 640 acres, may be included in a single lease if circumstances warrant.

4. Section 3132.4–2 is amended to read as follows:

§ 3132.4–2 Notice of lease offer.

Except for preference right leases in accordance with § 3133.6, all coal leases will be issued through competitive sealed bidding only. Notice of the offer of lands for lease will be by publication once a week for 5 consecutive weeks, or for such other period as may be deemed advisable, in a newspaper of general circulation in the county in which the lands or deposits are situated, or in such other publications as the authorized officer may authorize. The notice will contain a statement that the successful bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of that notice which shall be that portion of the total advertising cost that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared. The notice will also state the time and place of sale, where the sealed bids may be submitted, the description of the lands, and the terms and conditions of the sale.

5. Section 3132.4–3 is amended to read as follows:

§ 3132.4–3 Sale; bidding requirements, action by successful bidder.

(a) Each bidder must submit with his bid a certified check, cashier's check, bank draft, money order, or cash, for one-fifth of the amount bid by him and a statement over the bidder's own signature with respect to citizenship and interests held, similar to that prescribed in § 3132.2.

(b) Following the opening of the sealed bids, the authorized officer, subject to his right to reject any or all bids, will award the lease to the successful bidder who will be notified accordingly. If the land is surveyed, four lease forms will be sent to the successful bidder, who will be required within 30 days from receipt thereof to execute them, pay the balance of the bonus bid, the first year's rental, and the cost of publication of the notice of lease offer as specified in § 3132.4–2, and file a bond as required by § 3132.3–1. The lease will be dated as of the first day of the month following its issuance unless the successful bidder requests that it be dated as of the first day of the month of issuance. If the land is unsurveyed, the successful bidder will not be required to comply with the requirements of this subsection until the land has been surveyed and the plat of such survey accepted and officially filed. Such survey will be at the expense of the Government. If the bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited and disposed of as other receipts under the Mineral Leasing Act. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized the attorney-in-fact or agent to execute the lease. If the bidder dies before the lease is issued, there must be furnished satisfactory evidence, such as specified in § 3133.6(b), in order that the authorized officer may determine to whom the lease may be issued.

6. Section 3143.3–1 is amended to read as follows:

§ 3143.3–1 Notice of lease offer.

Except for preference right leases in accordance with § 3142.6 and except as provided for in § 3143.1(d), all potassium leases will be issued through competitive sealed bidding only. The notice of offer of lands or deposits for lease by competitive bidding will be by publication once a week for 5 consecutive weeks, or for such other period as may be deemed advisable, in a newspaper of general circulation in the county in which the lands or deposits are situated. The notice will state the time and place of sale, the description of the land and the place where a detailed statement of the terms and conditions of the lease offer and the obligations of the successful bidder to pay for publication of that notice may be obtained. A copy of the notice will be posted in the appropriate land office during the period of publication. The detailed statement will set forth the terms and conditions of the sale including the place where the sealed bids may be sub-

mitted, and statements (a) that the successful bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of the notice of lease offer, and that the successful bidder's share shall be that proportion of the total advertising cost, that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared; and (b) that the Government reserves the right to reject any and all bids. If any bid be rejected, the deposit will be returned. The commission of any act of intimidation of bidders, or the combination of bidders to hinder or prevent bidding is unlawful. See 18 U.S.C. 1860.

7. Section 3143.3–2 is amended to read as follows:

§ 3143.3–2 Bid deposits.

Each bidder must submit with his bid the following: Certified check, cashier's check, bank draft, money order, or cash for one-fifth of the amount of the bid by him, and a statement over the bidder's own signature with respect to citizenship and interests held similar to that prescribed in § 3141.2.

8. Section 3143.3–3 is amended to read as follows:

§ 3143.3–3 Award of lease.

Following the opening of the sealed bids, the authorized officer subject to his right to reject any and all bids, will award the lease to the successful bidder, who will be notified accordingly. Four copies of the lease will be sent to the successful bidder, who will be required within 30 days from receipt thereof to execute them, pay the balance of the bonus bid, the first year's rental, and the cost of publication of the notice of lease offer as specified in § 3143.3–1, and file a bond as required by § 3143.2–2. If a bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited and disposed of as other receipts under the Mineral Leasing Act of February 25, 1920 (41 Stat. 437), as amended. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized the attorney-in-fact or agent to execute the lease. If the bidder dies before the lease is issued, evidence such as specified in § 3142.6(c) must be filed before it can be determined to whom the lease may be issued.

9. Section 3153.3–2 is amended to read as follows:

§ 3153.3–2 Notice of lease offer.

Except for preference right leases in accordance with § 3152.5, all sodium leases will be issued through competitive sealed bidding only. The notice of offer of lands or deposits for lease by competitive bidding will be by publication once a week for 5 consecutive weeks, or for such other period as may be deemed advisable, in a newspaper of general circulation in the county in which the lands or deposits are situated. The notice will state the time and place of sale, the description of the land and the place where a detailed statement of the terms and conditions of the lease offer and the obligations of the successful bidder to pay for publication of that notice may be obtained. A copy of the notice will be posted in the appropriate land office during the period of publication. The detailed statement will set forth the terms and conditions of the sale, including the place where the sealed bids may be submitted, and statements (a) that the successful bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of the notice of lease offer, and that the successful bidder's share shall be that proportion of the total advertising cost, that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared; and (b) that the Government reserves the right to reject any and all bids. If any bid be rejected, the deposit will be returned. The commission of any act of intimidation of bidders, or the combination of bidders to hinder or prevent bidding is unlawful. See 18 U.S.C. 1860.

10. Section 3153.3–3 is amended to read as follows:

§ 3153.3–3 Bid deposits.

Each bidder must submit with his bid the following: Certified check, cashier's check, bank draft, money order or cash for one-fifth of the amount of the bid by him, and a statement over the bidder's own signature with respect to citizenship and interests held similar to that prescribed in § 3151.2.

11. Section 3153.3–4 is amended to read as follows:

§ 3153.3–4 Award of lease.

Following the opening of the sealed bids, the authorized officer, subject to his right to reject any and all bids, will award the lease to the successful bidder, who will be notified accordingly. Four copies of the lease will be sent to the successful bidder, who will be required within 30 days from receipt thereof to execute them, pay the balance of the bonus bid, the first year's rental, and the cost of publication of the notice of lease offer as specified in § 3153.3–2, and file a bond as required by § 3153.2–2. If a bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited and disposed of as other receipts under the Mineral Leasing Act of February 25, 1920 (41 Stat. 437), as amended. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized the attorney-in-fact or agent to execute the lease. If the bidder dies before the lease is issued, evidence such as specified in § 3152.5(c) must be filed before it can be determined to whom the lease may be issued.

12. Section 3162.5 is amended to read as follows:

§ 3162.5 Offer of lands or deposits for lease by competitive bidding.

If the authorized officer shall determine, after consultation with the Mining Supervisor of the Geological Survey that specific lands or deposits, not under an outstanding permit or application for preference right lease, which constitute an acceptable leasing unit are subject to phosphate lease, they will be offered for such lease on the terms and conditions to be specified in the notice of lease offer to the qualified person who offers the highest bonus by competitive sealed bidding as provided in the notice of lease offer.

13. Section 3162.6 is amended to read as follows:

§ 3162.6 Notice of lease offer.

Notice of the offer of lands for lease will be by publication once a week for 5 consecutive weeks, or for such other period as may be deemed advisable, in a newspaper of general circulation in the county in which the lands or deposits are situated. The notice will show the time and place of sale; the description of the lands; and the place where a detailed statement of the terms and conditions of the lease offer and the obligations of the high bidder to pay for publication of that notice may be obtained. It will also contain a statement that sealed bids may not be modified or withdrawn unless the modification or withdrawals are received prior to the time fixed for opening of the bids. The detailed statement will set forth the terms and conditions of the sale, including the place where the sealed bids may be submitted, and statements (a) that the high bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of the notice of lease offer which shall be that portion of the total advertising cost that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared; (b) that the terms of minimum production will not be reduced or waived at the lessee's request except as provided in § 3162.3, § 3162.4, § 3102.3, or § 3102.4, or upon a satisfactory showing that market conditions are such that the lessee cannot operate except at a loss; (c) that the lease will be canceled if production, or the construction of production facilities, including processing plants, is not commenced by the beginning of the fourth year of the lease; and (d) that the Government reserves the right to reject any and all bids.. The detailed statement will also contain a warning to all bidders against violation of 18 U.S.C. 1860, which prohibits unlawful combination or intimidation of bidders.

14. Section 3162.7 is amended to read as follows:

§ 3162.7 Bidding requirements; deposits.

(a) Each bidder must include with his sealed bid one-fifth of the amount of his bid.

(b) Following the opening of the sealed bids, the officer conducting the sale, subject to the right to reject any and all bids, will award the lease to the high bidder, who will be notified accordingly.

(c) All deposits must be made in cash or by certified check, cashier's check, bank draft, or money order, and the bid

shall be accompanied by a statement over the bidder's own signature with respect to citizenship and holdings as prescribed in § 3161.2(b) (1), (2), (3) and (4). Deposits made on rejected or unsuccessful bids will be returned to the bidders.

15. Section 3183.3–2 is amended to read as follows:

§ 3183.3–2 Notice of lease offer.

Except for preference right leases in accordance with § 3182.5, all sulphur leases will be issued through competitive sealed bidding only. The notice of offer of lands or deposits for lease will be by publication once a week for 5 consecutive weeks or for such other period as may be determined, in a newspaper of general circulation in the county or parish in which the lands or deposits are situated. The notice will state the time and place of sale, the description of the lands and the place where a detailed statement of the terms and conditions of the lease offer and the obligations of the successful bidder to pay for publication of that notice may be obtained. A copy of the notice will be posted in the appropriate land office during the period of publication. The detailed statement will set forth the terms and conditions of the sale, including the place where the sealed bids may be submitted, and statements that the successful bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of the notice of lease offer, and that the successful bidder's share shall be that proportion of the total advertising cost, that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared. The right is reserved to reject any and all bids, and should a bid be rejected, the deposit made by the bidder will be returned. The commission of any act of intimidation of bidders, or the combination of bidders to hinder or prevent bidding, is unlawful. (See 18 U.S.C. 1860.)

16. Section 3183.3–3 is amended to read as follows:

§ 3183.3–3 Bid deposits.

Each bidder must submit with his bid, certified check, cashier's check, bank draft, money order, or cash for one-fifth of the amount of the bid, and evidence of qualifications as required by § 3181.2.

17. Section 3183.3–4 is amended to read as follows:

§ 3183.3–4 Award of lease.

Following the opening of the sealed bids, the authorized officer subject to his right to reject any and all bids, will award the lease to the successful bidder, who will be notified accordingly. Four lease forms will be sent to the successful bidder, who will be required within 30 days from receipt thereof to execute them, pay the balance of the bonus bid, the first year's rental, and the cost of publication of the notice of lease offer as specified in § 3183.3–2, and file a bond as required by § 3183.1–1. If a bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited and disposed of as other receipts under the Mineral Leasing Act. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized the attorney-in-fact or agent to execute the lease. If the bidder dies before the lease is issued, there must be furnished satisfactory evidence such as specified in § 3182.5(c) in order that the authorized officer may determine to whom the lease may be issued.

18. Paragraph (a) of 3222.1 is amended to read as follows:

§ 3222.1 Mineral deposits subject to lease through competitive bidding; leasing units.

(a) Except for preference right leases, as set out in § 3221.4, leases for lands containing valuable mineral deposits will be issued only to the qualified person who offers the highest bonus by competitive bidding.

* * * * *

19. Section 3222.3 is amended to read as follows:

§ 3222.3 Notice of lease offer.

Notice of the offer of the mineral deposits for lease will be published once a week for 5 consecutive weeks, or for such other periods as the Bureau of Land Management may deem appropriate, in a newspaper of general circulation in the county in which the mineral deposits are situated. A copy of the notice will be posted in the proper land office during the period of publication. The notice will set the day and hour of sale, and state that the successful bidder will be required to pay the cost of publishing the notice if only one parcel of land is involved. Where more than one parcel is offered, the successful bidder will be required to pay his proportionate share of such cost, which will be that proportion of the cost that the number of parcels awarded to the successful bidder bears to the number of parcels for which high bidders are declared. The notice will specify the place where the sealed bids are to be submitted, and other information pertinent to the offering. The notice will contain a warning to all bidders against violation of 18 U.S.C. 1860, which prohibits unlawful combination or intimidation of bidders. The notice shall also state that the Government reserves the right to reject any and all bids.

20. Section 3222.4 is amended to read as follows:

§ 3222.4 Bidding requirements; deposits.

Each bidder must submit with his bid one-fifth of the amount of the bid by certified check, cashier's check, bank draft, money order or cash. Deposits made on rejected or unsuccessful bids will be returned to the bidders. Following the opening of the sealed bids the authorized officer, subject to his right to reject any and all bids, will award the lease to the high bidder, subject to the submission of proof of his qualifications.

21. Section 3322.3–2 is amended to read as follows:

§ 3322.3–2 Notice of lease offer.

Notice of the offer of lands for lease will be by publication once a week for 5 consecutive weeks, or for such other period as may be deemed advisable, in a newspaper of general circulation in the county in which the lands or deposits are situated, or in such other publications as the authorized officer of the Bureau of Land Management may authorize. The notice published in a newspaper of general circulation in the county will contain a statement that the successful bidder will be required, prior to the issuance of a lease, to pay his proportionate share of the total cost of publication of that notice which shall be that portion of the total advertising cost that the number of parcels of land awarded to him bears to the number of parcels for which high bidders are declared. The notice will also state the time and place of sale, the place where the sealed bids may be submitted, the description of the lands, and the terms and conditions of the sale.

22. Section 3322.3–3 is amended to read as follows:

§ 3322.3–3 Bid deposits.

Each bidder must submit with his bid a certified check, cashier's check, bank draft, money order, or cash for one-fifth of the amount of the bid, and evidence of qualifications as required by § 3322.1–3.

23. Paragraph (a) of § 3322.3–4 is amended to read as follows:

§ 3322.3–4 Award of lease.

(a) Following the opening of the sealed bids, the authorized officer, subject to his right to reject any or all bids, will award the lease to the successful bidder. Notice of his action will be forthwith transmitted to the interested parties through the local office. If the lease be awarded, three copies of the lease will be sent to the successful bidder and he will be required within 30 days from receipt thereof to execute them, pay the balance of his bonus bid, the first year's rental, and the cost of publication of the notice of lease offer as specified in § 3322.3–2 and file a bond as required by § 3322.1–7. If any bid be rejected, the deposit will be returned. If a bidder, after being awarded a lease, fails to execute it or otherwise comply with the applicable regulations, his deposit will be forfeited. If the lease awarded to the successful bidder is executed by an attorney-in-fact or agent acting in behalf of the bidder, the lease must be accompanied by evidence that the bidder authorized such attorney-in-fact or agent to execute the lease.

* * * * *

24. Subparagraph (7) of § 3323.1–7(c) is amended to read as follows:

§ 3323.1–7 Application.

* * * * *

(c) * * *

(7) The lease will be offered by competitive sealed bidding to the responsible bidder offering the highest cash bonus.

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

JUNE 28, 1965.

[F.R. Doc. 65-6958; Filed, July 1, 1965; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 233]

[Economic Regs. Docket No. 16307]

FREE TRAVEL FOR POSTAL EMPLOYEES

Notice of Proposed Rule Making

JUNE 29, 1965.

Notice is hereby given that the Civil Aeronautics Board has under consideration proposed amendments to Part 233 of the Economic Regulations (14 CFR Part 233), requested by the Post Office Department, which would dispense with the requirement that the Department's 15 Postal Inspectors in Charge present to the air carrier, prior to their obtaining free air transportation, properly executed "Requests for Access to Aircraft or Free Transportation" on U.S. Government Standard Form No. 160 in accordance with existing provisions of § 233.2(b). Incidental amendments are also proposed to correctly describe certain officials and Department bureaus whose titles have been changed as a result of a structural reorganization within the Department.

The principal features of the proposed amendments are described in the Explanatory Statement set forth below and the proposed amendments are set forth in the proposed rule set forth below. The revised regulation is proposed under authority of sections 204(a) and 405(j) of the Federal Aviation Act of 1958 (72 Stat. 743, 760; 49 U.S.C. 1324, 1375).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428. All relevant material received on or before August 2, 1965, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 710 Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. As a result of reorganizations within the Post Office Department the titles of certain officials and the designations of certain bureaus now set forth in § 233.1 have been changed and the proposed amendments to that section are designed to have it conform to such changes.

Under the provisions of § 233.1(g) any Inspector of the Post Office Department is entitled to free air transportation when traveling on official business relating to the transportation of mail by aircraft and under the provisions of § 233.2(b) he can obtain such free air transportation upon presentation of proper credentials evidencing that he is an Inspector and also upon presentation of a "Request for Access to Aircraft or Free Transportation" on U.S. Government Standard Form No. 160, executed in duplicate, stating (1) the points to and from which the person desires free air transportation, and (2) the official position of such traveler and that such travel is on official business relating to the transportation of mail by aircraft. The proposed amendments will make it unnecessary for Post Office Inspectors in Charge to furnish the carrier with properly executed U.S. Government Standard Forms No. 160.

The Post Office Department, in requesting this amendment, represents that its Inspectors in Charge are under a duty to travel to scenes of train, aircraft or natural disasters in order to arrange for on-the-spot protection and emergency transportation of mail and this requires their travel on sudden notice and at abnormal hours. The Department states that, in many situations, Inspectors in Charge are unable to obtain promptly the necessary Forms 160 and suffer a great deal of inconvenience and delay in attending to their duties, all of which can be avoided if they need only furnish the air carriers properly executed credentials to obtain free air transportation under the provisions of § 233.2(a).

Proposed rule. Accordingly, it is proposed to amend Part 233 of the Economic Regulations (14 CFR Part 233), effective August 2, 1965, as follows:

By amending paragraphs (c) through (g) of § 233.1 to read as follows:

§ 233.1 Postal employees to be carried free.

* * * * *

(c) The Executive Assistant to the Postmaster General; the two (2) Special Assistants to the Postmaster General; the Executive Assistant to the Deputy Postmaster General; and the Director, Office of Regional Administration.

(d) The Assistant Postmaster General-Operations; the Assistant Postmaster General-Transportation and International Services; the Assistant Postmaster General-Finance and Administration; the Assistant Postmaster General-Facilities; the Assistant Postmaster General-Personnel; and the respective Deputies of the foregoing Assistant Postmasters General.

(e) The Chief Postal Inspector; the Deputy Chief Postal Inspector; the General Counsel; the Deputy General Counsel; and the Director of the Office of Research and Engineering and his Deputy.

(f) The Director, Distribution and Routing Division; the Director, Air Transportation Branch; the Director, International Service Division, Bureau of Transportation and International Services; the Regional Director in each of the fifteen Postal Regions; the fifteen (15) Postal Inspectors in Charge; and the Field Services Officer in Alaska.

(g) Any inspector of the Post Office Department, other than a Postal Inspector in Charge.

* * * * *

[F.R. Doc. 65-6985; Filed, July 1, 1965; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 6745]

AIRWORTHINESS DIRECTIVES

de Havilland Model 114 "Heron" Aircraft

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations to include an airworthiness directive for de Havilland Model 114 "Heron" aircraft. Pin-hole corrosion has been found in an engine mounting frame in service. Investigation revealed that the corrosion attributable to condensation and collection of moisture inside the tubes. Corrosion of the tubular structure from the inside could be widespread and would likely remain undetected until an advanced state was reached. To correct this condition, this AD requires inspection of the tubular structure for evidence of internal corrosion and removal or repair of the frame if evidence of corrosion is found.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before August 2, 1965, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

HAWKER SIDDELEY. Applies to de Havilland Model 114 "Heron" aircraft which do not incorporate Modification No. 1529.

Compliance required as indicated.

As a result of pin-hole corrosion being found in an engine mounting frame that had been in service for some years, and subsequent investigation having revealed that corrosion of the tubular structure from the inside could be widespread and likely remain undetected until an advanced state was reached, accomplish the following:

(a) Within 75 hours' time in service after the effective date of this AD, complete a visual inspection for any external evidence of

internal corrosion of the tubular structure, P/N's 14.EM.11A and 12A (i.e. paint blistering, pin holes, etc.).

NOTE: Particular attention should be given to the lower tubes and welded joints, during the inspection required by paragraph (a).

(1) If any evidence of corrosion is found, remove the frame from service and comply with paragraph (d).

(2) If there is no evidence of corrosion, repeat the visual inspection every 150 hours' time in service from the last inspection. This inspection may be discontinued after compliance with paragraph (b) or (c).

(b) Within 1 year after the effective date of this AD and at intervals thereafter not to exceed 4 years from the last inspection, conduct an X-ray inspection of engine mounting frames Serial Numbers DHB/1 to DHB/130 inclusive or prefixed by "DH/------", in accordance with paragraph (d).

(c) Within 2 years after the effective date of this AD and at intervals thereafter not to exceed 4 years from the last inspection, conduct an X-ray inspection of engine mounting frames Serial Number DHB/131 and subsequent in accordance with paragraph (d).

(d) Conduct an X-ray inspection in accordance with Hawker Siddeley Aviation Ltd. Technical News Sheet Heron (114) No. E. 3, Issue 1, dated August 24, 1964. If internal corrosion is found, replace or repair the engine mounting frame in accordance with de Havilland Division factory approved instructions or an equivalent approved by the Chief, Aircraft Certification Division, FAA Europe, Africa, and Middle East Region. If no internal corrosion is found, the frame may be returned to service.

(e) Initial and repetitive inspections required in paragraphs (a), (b), and (c) may be discontinued upon the installation of an engine mounting frame incorporating Mod. No. 1529.

Issued in Washington, D.C., on June 28, 1965.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-6937; Filed, July 1, 1965; 8:45 a.m.]

[14 CFR Part 39]

[Docket No. 6746]

AIRWORTHINESS DIRECTIVES

Vickers Viscount Models 744, 745D, and 810 Series Aircraft

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations by completely revising Amendment 340 (26 F.R. 8935) AD 61-20-4, as amended by Amendments 360 (26 F.R. 10274), 492 (27 F.R. 9842), 642 (28 F.R. 12057), and 39-78 (30 F.R. 7372) to coincide with revisions to the manufacturer's Preliminary Technical Leaflets (PTL's) upon which the AD is based. This proposed revision would make the AD applicable to Model 744 aircraft, since that model has been reinstated on Aircraft Specification No. A-814, and the applicable PTL now includes all 700 Series aircraft. In other aspects, this revision contains certain requirements relating to the flying control seal box at the rear pressure bulkhead and permits operators to determine the compliance time of this AD by actual count of landings or by estimating the number of landings by the use of the operator's fleet average time.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before August 2, 1965, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

VICKERS. Applies to Viscount Models 744, 745D, and 810 Series aircraft.

Compliance required as indicated unless already accomplished.

The British Aircraft Corporation (previously Vickers-Armstrong) has issued PTL's No. 221 Issue 4 (700 Series), and No. 94 Issue 4 (800/810 Series) to make available in single documents the respective approved life of Viscount fuselage components and the inspections and modifications necessary on the fuselage to attain the approved life. Compliance with all provisions of PTL 221 Issue 4 (for Models 744 and 745D), and PTL 94 Issue 4 (for Model 810) including the fuselage life limitations is required; except as otherwise provided for Model 745D in paragraph (h).

(a) *Cockpit Pressure Floor—Section 2.*

(1) Floor Beam at Station 47—Incorporation of Model D.2733 (744 and 745D aircraft) or Model FG.1231 (810 aircraft) required as indicated in PTL's 221 Issue 4 and 94 Issue 4, respectively.

(2) Catenary Floor—Compliance required as indicated in PTL 221 Issue 4, or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD.

(3) Stiffener Attachment—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD.

(4) Flooring Forward of Station 20—All types without provision for weather radar—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 3,000 or more flights.

(b) *Pressure Bulkheads—Section 3.*

(1) Front Pressure Bulkhead Station 24—All types with provision for weather radar—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 8,000 or more flights.

(2) Rear Pressure Bulkhead—Station 761—Compliance required as indicated in PTL 221 Issue 4.

(c) *Entrance Door Surrounds—Section 4 (744 and 745D aircraft).*

(1) Front and Rear—Inner Angle—Compliance required as indicated in PTL 221 Issue 4, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 2,000 or more flights.

(2) Shear Cleat Attachment to Fuselage Skin, Station 132—Compliance required as indicated in PTL 221 Issue 4, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 2,000 or more flights.

(3) Front and Rear Main Surround Members—Compliance required as indicated in PTL 221 Issue 4. For Inspection B the repetitive interval is increased to 1,000 flights and it is acceptable to inspect the area of the door locking bolt holes with a mirror and flashlight without having to remove the bolt striker plates.

(d) *Underfloor Freight Doors—Section 5 (744 and 745D) or Section 4 (810 Series Aircraft).*

(1) Surround Structure—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 9,000 or more flights.

(e) *Fuselage Frames—Section 6 (744 and 745D) or Section 5 (810).*

(1) Fuselage, Spar Frame, Station 414—Compliance required as indicated in PTL 221 Issue 4, with initial inspection required no later than 30 days after the effective date of this AD. Incorporation of Models D.1947(a) and D.2103 required no later than 90 days after the effective date of this AD for aircraft having accumulated 2,000 or more flights.

(2) Trailing Edge Frame, Station 455—Compliance required as indicated in PTL 221 Issue 4, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 9,000 or more flights.

(3) Fuselage Spar Frame, Station 460—Compliance required as indicated in PTL 94 Issue 4, with initial inspection required no later than 30 days after the effective date of this AD. Incorporation of Models F.178 and F.366 required no later than 90 days after the effective date of this AD for aircraft having accumulated 2,000 or more flights.

(4) Trailing Edge Frame, Station 501-234—Compliance required as indicated in PTL 94 Issue 4 with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 3,000 or more flights.

(5) Underfloor Freight Hold—Port Side Frames—Compliance required as indicated in PTL 94 Issue 4 with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 2,000 or more flights.

(6) Sledge Type Cleat Fitted Frames—Incorporation of Model FG.869 required as indicated in PTL 94 Issue 4.

(f) *Fuselage Skin Panel Joints—Section 7 (744 and 745D) or Section 6 (810).*

(1) Fuselage Skin Seams Joints—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with incorporation of Model D.2597 (a), (b), and (c) (744 and 745D aircraft) or Models FG.1005 and FG.1454 (810 aircraft) required no later than 30 days after the effective date of this AD for aircraft having accumulated 12,500 or more flights at 6.5 p.s.i., or 19,000 or more flights at 5.5 p.s.i., or 35,000 or more flights at 4.5 p.s.i.

(2) Fuselage Skin Overlap Joints—Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with incorporation of Model D.2990 (a) or (b) (744 and 745D aircraft) or Model FG.1783 (810 aircraft) required no later than 30 days after the effective date of this AD for aircraft having accumulated 11,000 or more flights at 6.5 p.s.i., 16,800 or more flights at 5.5 p.s.i., or 30,000 or more flights at 4.5 p.s.i.

(g) *Miscellaneous Skin Cutouts—Section 8 (744 and 745D) or Section 7 (810).*

(1) Compliance required as indicated in PTL 221 Issue 4 or 94 Issue 4, as applicable, with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 9,000 or more flights.

(2) Flying Control Seal Box at Rear Pressure Bulkhead—Section 8 (810)—Compliance required as indicated in PTL 94 Issue 4 with initial inspection required no later than 30 days after the effective date of this AD for aircraft having accumulated 9,000 or more flights.

(h) *Fuselage Life (Section 1.—745D Aircraft Specified).*

Pressure Vessel—745D Serial Numbers 103 to 107, 109 to 111, 115, 117, 120 to 127, 129, 132 to 134, 136 to 139, 199 to 216, 231, and 285. The maximum number of flights allowable before incorporating Models D.2290, D.2597, and D.2733 and the fuselage fatigue life limit for the above aircraft are listed in Table III of United Airlines Engineering Report RD 182, dated January 7, 1963. These limitations will not be valid if the cabin pressure controller is reset to allow a maximum differential pressure greater than 4.0 p.s.i.

(j) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector, the number of flights may be determined by dividing each aircraft's hours' time in service by the operator's fleet average time from takeoff to landing for the aircraft type.

This supersedes Amendment 340 (26 F.R. 8935), AD 61–20–4, as amended by Amendments 360 (26 F.R. 10274), 492 (27 F.R. 9842), 642 (28 F.R. 12057), and 39–78 (30 F.R. 7372).

Issued in Washington, D.C., on June 28, 1965.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65–6938; Filed, July 1, 1965; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65–CE–72]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter controlled airspace in the Alpena, Mich., terminal area.

The following controlled airspace is presently designated in the Alpena, Mich., terminal area:

1. The Alpena, Mich., control zone is designated within a 5-mile radius of the Phelps-Collins Airport, Alpena, Mich. (latitude 45°05′00″ N., longitude 83°33′-30″ W.), within 2 miles each side of the Phelps-Collins TACAN 350° radial, extending from the 5-mile radius zone to 6 miles N of the TACAN, within 2 miles each side of the 180° and 360° bearings from the Alpena RBN, extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the 176° bearing from the Alpena RBN extending from the 5-mile radius zone to the RBN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

2. The Alpena, Mich., transition area is designated as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Phelps-Collins Airport, Alpena, Mich. (latitude 45°05′00″ N., longitude 83°33′30″ W.), within 5 miles E and 8 miles W of the 180° and 360° bearings from the Alpena RBN, extending from 2 miles S to 12 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Phelps-Collins Airport, and within the arc of a 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles W of and parallel to the 356° bearing from the RBN clockwise to a line 5 miles E of and parallel to the 021° bearing from the RBN. The portion of this transition area which coincides with the Oscoda, Mich., control area extension is excluded. This transition area shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Alpena, Mich., terminal area, proposes the following airspace actions:

1. Designate the Alpena, Mich., control zone as that airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05′00″ N., longitude 83°33′30″ W.); within 2 miles each side of the Alpena VOR 346° radial, extending from the 5-mile radius zone to 8 miles N of the VOR; within 2 miles each side of the Alpena VOR 186° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the Alpena VOR 306° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; and within 2 miles each side of the 360° and 180° bearings from the Alpena RBN extending from the 5-mile radius zone to 8 miles N of the RBN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

2. Redesignate the Alpena, Mich., transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of Phelps-Collins Airport, Alpena, Michigan (latitude 45°05′00″ N., longitude 83°33′30″ W.); within 5 miles E and 8 miles W of the 180° and 360° bearings from the Alpena RBN, extending from 2 miles S to 12 miles N of the RBN; within 5 miles W and 8 miles E of the Alpena VOR 186° radial, extending from the VOR to 12 miles S of the VOR; within 5 miles E and 8 miles W of the Alpena VOR 346° radial, extending from the VOR to 12 miles N of the VOR; and within 5 miles NE and 8 miles SW of the Alpena VOR 306° radial, extending from the VOR to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of Phelps-Collins Airport, and within the arc of a 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles W of and parallel to the 360° bearing from the RBN clockwise to a line 5 miles E of and parallel to the 021° bearing from the RBN, excluding the portion which overlies the Oscoda, Mich., transition area.

The Federal Aviation Agency plans to install a VORTAC facility on Phelps-Collins Airport in November 1965. At that time, three VOR public instrument approach procedures will be established using this new facility. The proposed alteration of the Alpena, Mich., control zone and transition area will designate controlled airspace to accommodate the new approach procedures. The proposed control zone includes three additional extensions which will provide controlled airspace protection for aircraft executing the new VOR approach procedures during descent below 1,000 feet above the surface. The 700-foot floor transition area will provide controlled airspace for aircraft executing the new approach procedures during their descent from 1,500 feet to 1,000 feet above the surface. The present 1,200-foot floor transition area will remain unchanged.

The floors of the airways that would traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

The alterations proposed herein are being made to accommodate new approach procedures and therefore no procedural changes will be required.

Specific details concerning the new instrument approach procedures and minimum instrument flight rule altitudes that will be required may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

This amendment is proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on June 21, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65–6939; Filed, July 1, 1965; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-CE-78]

CONTROL ZONE AND TRANSITION AREAS

Proposed Designation and Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter controlled airspace in the Mattoon, Ill., and Bible Grove, Ill., terminal areas.

A terminal VOR navigational facility will be commissioned on the Coles County Memorial Airport, Mattoon, Ill., during October of 1965. There is no control zone presently designated at the Coles County Memorial Airport.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Mattoon, Ill., and Bible Grove, Ill., terminal areas, proposes the following airspace actions:

(1) Designate the Mattoon, Ill., control zone as that airspace within a 5-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles NE, and within 2 miles NW and 3 miles SE of the 231° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles SW. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

(2) Designate the Mattoon, Ill., transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 8 miles NW and 9 miles SE of the 231° and 051° radials of the Mattoon VOR, extending from 1 mile NE of the VOR to 13 miles SW of the VOR, and within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 6-mile radius area to 8 miles NE of the VOR, and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the 060° radial of the Mattoon VOR, extending from the VOR to 12 miles NE, and within 5 miles each side of the 140° radial of the Mattoon VOR, extending from the VOR SE to V-14.

(3) Redesignate the Bible Grove, Ill., transition area as that airspace extending upward from 1,200 feet above the surface within 4 n.m. each side of the 015° and 207° radials of the Bible Grove VOR, extending from the VOR SW to V-446 and N to the Mattoon VOR, excluding the Mattoon, Ill., transition area.

The Mattoon control zone and transition area and the Bible Grove transition area will become effective concurrently with the commissioning of the Federal Aviation Agency terminal VOR at the Coles County Memorial Airport. As a result of this new terminal VOR, two new public-use VOR instrument approach procedures will be available at Mattoon and the procedure turn altitude for the existing AL-5180-ADF-1 instrument approach will be lowered to 2,200 feet. Radio receivers on 126.7 and 122.1 mcs. will be remoted to the Vandalia Flight Service Station. Ozark Air Lines has advised that they plan to cancel their existing "Special" ADF instrument approach procedure upon commissioning of the proposed terminal VOR. Weather reporting service will be provided by Ozark Air Lines during the hours of operation of their Mattoon Station.

The proposed control zone at Mattoon will provide protection for aircraft executing prescribed arrival and departure procedures at the Coles County Memorial Airport during the hours of operation of the weather reporting service to be provided by duly certificated personnel of Ozark Air Lines. The times during which weather observations will be made and the information disseminated, when established, will be published initially in the Airman's Information Manual. In the event of airline schedule changes, these times may be changed. Normally, 30 days notice will be given prior to any change by a Notice to Airmen and published in the Airman's Information Manual.

The proposed Mattoon transition area will provide protection for aircraft transitioning from enroute altitudes, in prescribed holding patterns and during the procedure turn portion of the prescribed instrument approach procedures. As a result of these changes to the Mattoon transition area, it is also necessary to alter the Bible Grove transition area which was designated by Airspace Docket No. 64-CE-73.

The floors of the airways which would traverse the transition areas proposed herein would automatically coincide with the floors of the transitions areas.

Specific details of the proposed VOR public instrument approach procedures may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Federal Aviation Agency, Central Region, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on June 23, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-6940; Filed, July 1, 1965; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-CE-81]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Detroit City, Mich., terminal area.

On May 7, 1965, a rule was published in the FEDERAL REGISTER (30 F.R. 6386), effective July 22, 1965, stating that the Detroit City, Mich., transition area was redesignated as:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Berz Airport, Birmingham, Mich. (latitude 42°32'40" N., longitude 83°10'25" W.) and within 2 miles each side of the 129° and 309° bearings from the Madison Heights, Mich., RBN, extending from the 5-mile radius area to 8 miles SE of the RBN.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Detroit City, Mich., terminal area, proposes the following airspace actions:

Redesignate the Detroit City, Mich., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Berz Airport, Birmingham, Mich. (latitude 42°-32'40" N., longitude 83°10'25" W.) and within a 23 mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), extending from the 303° bearing from the Detroit City Airport clockwise to the 123° bearing from the Detroit City Airport excluding the Pontiac, Mich., and Mt. Clemens, Mich., transition areas and the airspace outside the United States.

Airport surveillance radar will be commissioned at the Detroit City Airport on or about July 1, 1965. The additional transition area extending upward from 700 feet will permit radar vectoring of aircraft at 2,000 feet MSL to the east and north of Detroit City Airport. It will also permit vectoring of aircraft at 2,000 feet MSL from the Bloomer, Mich., VHF Intersection to Selfridge AFB.

The floors of the airways that would traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein but operational complexity would not be increased nor would aircraft performance or landing minimums be adversely affected.

Specific details of the changes to procedures that would be required may be

examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on June 23, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-6941; Filed, July 1, 1965; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-WE-54]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would designate a transition area at Moab, Utah.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Moab area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, proposes the following airspace action:

Designate the Moab transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Canyonlands Airport, Moab, Utah (latitude 38°45'40" N., longitude 109°44'50" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 8 miles NE of the 125° and 305° bearings from the Frontier Airlines RBN (latitude 38°45'45" N., longitude 109°44'50" W.), extending from 13 miles SE to 12 miles NW of the RBN.

The transition area proposed herein would provide protection for aircraft executing instrument approach, departure, and holding procedures prescribed for the Frontier RBN.

Communications within the proposed transition area would be provided through remote communications facilities with the Denver, Colo., ARTC Center.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

This amendment is proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on June 24, 1965.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 65-6942; Filed, July 1, 1965; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 16004]

FIELD STRENGTH CURVES FOR FM AND TV BROADCAST STATIONS

Notice Extending Time To File Comments

1. On May 10, 1965, the Commission issued a notice of proposed rule making (FCC 65-383) in the above-entitled matter which specified that comments were to be filed on or before June 14, 1965, and reply comments on or before June 25, 1965. Subsequently, these dates were extended to July 14, 1965, and July 26, 1965 in response to requests from interested parties. See Notice Extending Time To File Comments issued in this proceeding on June 8, 1965. On June 8, 1965, the National Association of Broadcasters (NAB) filed a request for a further extension of time until December 14, 1965.

2. NAB states that its Engineering Advisory Committee is desirous of making a study in depth of the questions involved in the proposed propagation curves and that such a study could not be accomplished in the time allotted. NAB further urges that time is not of the essence in a proceeding of this type and that no prejudice or harm would result from the requested extension. Selma Television Incorporated opposes the requested extension since the outcome of this proceeding will have a direct bearing on an application it has filed for a change in site location (BPCT-2827). Selma urges that, in the event a further extension of time is granted in this proceeding, the Commission declare now that the proposed curves, if adopted, will not be made applicable to pending applications. WCOV, Inc. supports an extension of 30 days but opposes the Selma request for a declaratory ruling.

3. We are of the view that sufficient time has been provided for filing comments in this proceeding, in view of the recent extension to July 14, 1965. However, in order to permit NAB time in which it may submit meaningful comments and any data which it may have, we are providing an additional month's time. The new curves are urgently needed not only to update the present curves but also to provide the tools for the computation of "equivalent protection" as contemplated in another rule making proceeding, Docket No. 16030, concerning the possible establishment of antenna farms. Accordingly, notice is hereby given that the time for filing comments in this proceeding is extended to August 20, 1965, and for reply comments to August 31, 1965. We are not here ruling on the Selma request for a declaratory ruling on the applicability of the proposed curves to pending applications. We will consider this matter in the proceeding itself.

4. This action is taken pursuant to the authority contained in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules and regulations.

Adopted: June 25, 1965.

Released: June 25, 1965.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-6981; Filed, July 1, 1965; 8:48 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 303]

TEXTILE FIBER PRODUCTS IDENTIFICATION

Application for Generic Name for Manufactured Fiber

On April 12, 1965, Allied Chemical Corp., New York, N.Y., filed an application with the Federal Trade Commission for the establishment of a generic name for a manufactured fiber produced by Allied Chemical Corp. Such application stated in pertinent part:

Allied Chemical Corp., a New York corporation, respectfully requests that the Federal Trade Commission, establish a generic name for a new fiber which has been devel-

oped by Allied Chemical and which is not covered by any of the existing definitions of manufactured fibers adopted by the Federal Trade Commission and set forth in Rule 7 (16 CFR 303.7) of the Rules and Regulations under the Textile Fiber Products Identification Act.

In support of the above-mentioned request, the following information is submitted pursuant to the procedure for establishing generic names for manufactured fibers as set forth in Rule 8 (16 CFR 303.8):

(1) Reasons why Allied Chemical's fiber should not be identified by one of the generic names established by the Commission in Rule 7.

Allied Chemical's new fiber is a manufactured fiber in which the fiber forming substance is a long chain synthetic polyamide having recurring amide groups as an integral part of the polymer chain and a long chain synthetic polymer composed of an ester of a dihydric alcohol and terephthalic acid Such long chain synthetic polymers are dispersed one within the other prior to formation of the individual filaments. The fiber-forming substance produces a distinctive new fiber in which each filament demonstrates substantially uniform characteristics. The percentages of each of the synthetic polymers in the fiber-forming substance can be varied to any extent required to achieve desired novel characteristics sought in the new fiber.

In light of the foregoing, it is respectfully submitted that the only two definitions of manufactured fibers containing a long chain synthetic polyamide or a long chain synthetic polymer composed of an ester of a dihydric alcohol and terephthalic acid set forth in Rule 7 do not identify the new fiber, since such definitions were clearly intended to identify either nylon or polyester (as each is defined in Rule 7), but not a fiber in which the fiber-forming substance is a dispersion of both.

(2) *Chemical composition.*

The chemical composition of the fiber-forming substance is a long chain synthetic polymer composed of an ester of a dihydric alcohol and terephthalic acid (p—HOOC—C_6H_4—COOH) and a long chain synthetic polyamide having recurring amide groups (—C(=O)—NH—) as an integral part of the polymer chain.

Representative samples of the fiber composed of various percentages of each of the component polymers, ranging from 92 percent of the polyamide and 8 percent of the ester to 78 percent of the ester and 22 percent of the polyamide, are enclosed.

(3) *Suggested generic names and proposed definitions.*

(a) It is proposed that the new fiber be identified by the generic name "DIPOLYON".

(b) Alternative proposed generic names are "AMIDESTER" and "ESTERAMIDE", however, the proposal set forth in (a) above is preferred because it contains no reference to or connotation of existing generic names.

(c) A proposed definition for the new fiber is: "A manufactured fiber in which the fiber-forming substance is composed of a long chain synthetic polyamide having recurring amide groups (—C(=O)—NH—) as an integral part of the polymer chain and a long chain synthetic polymer composed of an ester of a dihydric alcohol and terephthalic acid (p—HOOC—C_6H_4—COOH) and in which the polyamide constitutes more than 15 percent by weight of the fiber.

(4) *Additional pertinent information.*

(a) The following applications for U.S. patents have been filed:

U.S. Serial No. 368028 May 18, 1964.

U.S. Serial No. 426427 January 18, 1965.

(b) The new fiber exhibits properties which can be a composite of or different from the properties of fibers manufactured from either of the component long chain synthetic polymers alone.

(c) The proposed definition of the new fiber does not conflict with the definitions of either polyester or nylon as now set forth in Rule 7 and no change in either of those definitions is believed to be necessary.

(5) *Earliest marketing date of new fiber.*

Allied Chemical desires to market the new fiber in commerce by no later than June 1, 1965, and does not believe that it can do so using any of the existing generic names. It is therefore respectfully requested that a numerical or alphabetical symbol for temporary use, pending further consideration of this application, be assigned by the Commission as soon as possible within the sixty (60) day period provided in Rule 8(b).

Pursuant to the provisions of section 4 of the Administrative Procedure Act and in consideration of the aforesaid application by Allied Chemical Corp. for a generic name for its manufactured fiber which application is a matter of public record in this proceeding, notice is hereby given to all interested parties that the Federal Trade Commission will on the 14th day of September 1965, at 10 a.m., e.d.t., at Room 7312, 1101 Building, 1101 Pennsylvania Avenue NW., in the city of Washington, District of Columbia, give consideration to the above application and to the necessity of an amendment to § 303.7 (Rule 7) of Part 303 of the Rules and Regulations under the Textile Fiber Products Identification Act.

Interested parties may participate by submitting in writing on or before such date, their views, arguments, or other pertinent data to the Federal Trade Commission, Washington, D.C., 20580, or they may be given orally at such time. Any party wishing to submit further views, arguments, or data in response to that submitted as a result of this notice or at the hearing may do so in writing at any time within 30 days after such hearing is closed.

Such action is taken pursuant to the authority given to the Federal Trade Commission under section 7(c) of the Textile Fiber Products Identification Act (72 Stat. 1717; 15 U.S.C. 70) "to make such rules and regulations, including the establishment of generic names of manufactured fibers, under and in pursuance of the terms of this Act as may be necessary and proper for administration and enforcement."

The matters to be considered are an examination of the aforesaid application for a separate generic name for the manufactured fiber for the purpose of ascertaining whether or not the manufactured fiber which is the subject of the application may properly be designated by any existing generic name or names as contained in § 303.7 (Rule 7) of Part 303, Rules and Regulations under the Textile Fiber Products Identification Act and for the further purpose of establishing a generic name and definition for such fiber in accordance with the provisions of section 7(c) of the Textile Fiber Products Identification Act if it is established that such manufactured fiber may not be designated by any existing generic names contained in § 303.7 (Rule 7) of Part 303, Rules and Regulations under the Textile Fiber Products Identification Act.

Issued: June 29, 1965.

By the direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 65-6972; Filed, July 1, 1965; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Antidumping—AA 643.3–r]

BICYCLES FROM POLAND

Determination of Sales at Not Less Than Fair Value

On May 14, 1965, there was published in the FEDERAL REGISTER a "Notice of Intent to Discontinue Investigation and to Make Determination That No Sales Exist Below Fair Value" because of changed circumstances. This resulted from the Tariff Commission's "no injury" determination in the case concerning Hungarian bicycles involving analogous circumstances with respect to bicycles imported from Poland, which made it no longer appropriate to continue the instant investigation.

No persuasive evidence or argument to the contrary having been presented within 30 days of the publication of the above-mentioned notice in the FEDERAL REGISTER, I hereby, accordingly, determine that bicycles from Poland are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

This determination and the statement of the reason therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 65-6976; Filed, July 1, 1965; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Sacramento 079602]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

JUNE 22, 1965.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. Sacramento 079602 for the withdrawal of lands described below, from prospecting, location, entry, and purchase under the mining laws, subject to valid existing claims.

The applicant desires the land for a campground with related recreational facilities.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Mall, Sacramento, Calif., 95814.

The Department's regulations (43 CFR 2311.1–3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

CALIFORNIA

HUMBOLDT MERIDIAN

KLAMATH NATIONAL FOREST

Dillon Jim Campground

T. 14 N., R. 6 E. (unsurveyed),
Sec. 30, W½NW¼SE¼ and SE¼NE¼SW¼.

The area described aggregates approximately 30 acres.

JOHN E. CLUTE,
Acting Manager, Sacramento Land Office.

[F.R. Doc. 65-6959; Filed, July 1, 1965; 8:46 a.m.]

[Oregon 010438]

OREGON

Order Providing for Opening of Public Lands

JUNE 25, 1965.

1. In an exchange made under the provisions of section 8 of the act of June 28, 1934 (48 Stat. 1269), as amended, the State of Oregon reconveyed the following described lands to the United States. All mineral rights in these lands were retained by the State of Oregon.

WILLAMETTE MERIDIAN, OREGON

T. 23 S., R. 17 E.,
Sec. 36, W½.
T. 24 S., R. 17 E.,
Sec. 16, W½;
Sec. 36, N½NW¼, SW¼NW¼, NW¼ SW¼.
T. 24 S., R. 18 E.,
Sec. 16, all;
Sec. 36, all.
T. 24 S., R. 21 E.,
Sec. 16, all;
Sec. 36, all.
T. 25 S., R. 15 E.,
Sec. 36, all.
T. 25 S., R. 17 E.,
Sec. 36, all.
T. 25 S., R. 19 E.,
Sec. 16, all;
Sec. 36, NE¼, NE¼SE¼.
T. 25 S., R. 20 E.,
Sec. 16, all;
Sec. 36, all.
T. 25 S., R. 21 E.,
Sec. 16, all;
Sec. 36, all.
T. 25 S., R. 22 E.,
Sec. 16, all.
T. 26 S., R. 18 E.,
Sec. 35, SW¼.
T. 26 S., R. 20 E.,
Sec. 16, all.
T. 26 S., R. 21 E.,
Sec. 16, all;
Sec. 36, all.
T. 26 S., R. 22 E.,
Sec. 16, E½;
Sec. 36, all.
T. 27 S., R. 15 E.,
Sec. 16, all;
Sec. 36, all.
T. 27 S., R. 17 E.,
Sec. 36, W½.
T. 29 S., R. 19 E.,
Sec. 16, all;
Sec. 36, all.
T. 29 S., R. 20 E.,
Sec. 16, all.
T. 29 S., R. 22 E.,
Sec. 36, all.
T. 29 S., R. 23 E.,
Sec. 16, all.
T. 30 S., R. 17 E.,
Sec. 34, SW¼NE¼.
T. 30 S., R. 18 E.,
Sec. 16, all;
Sec. 36, all.
T. 30 S., R. 19 E.,
Sec. 16, all;
Sec. 36, all.
T. 30 S., R. 20 E.,
Sec. 16, all;
Sec. 36, all.
T. 30 S., R. 21 E.,
Sec. 36, all.
T. 30 S., R. 22 E.,
Sec. 16, all;
Sec. 36, all.
T. 31 S., R. 17 E.,
Sec. 36, W½, SE¼.
T. 31 S., R. 18 E.,
Sec. 16, all;
Sec. 36, E½.
T. 31 S., R. 19 E.,
Sec. 16, all;
Sec. 36, all.
T. 31 S., R. 20 E.,
Sec. 16, all;
Sec. 36, all.
T. 31 S., R. 23 E.,
Sec. 16, all.
T. 32 S., R. 19 E.,
Sec. 16, all;
Sec. 36, all.
T. 33 S., R. 18 E.,
Sec. 16, Lots 1, 2, 3, 4, W½.
T. 33 S., R. 20 E.,
Sec. 16, all;
Sec. 36, all.

T. 34 S., R. 19 E.,
Sec. 36, Lots 1, 2, 3, NW¼NW¼.
T. 34 S., R. 20 E.,
Sec. 16, Lots 1, 2, 3, 4, 5, 6, 7, NE¼, E½ NW¼, NE¼SW¼, N½SE¼;
Sec. 36, Lots 1, 2, 3, 4, 5, 6, 7, NE¼, E½ NW¼, NE¼SW¼, N½SE¼.

The areas described total 31,498.97 acres.

2. The lands are widely scattered parcels in Lake County. They are generally arid or semiarid in character, and none is suitable for farming.

3. Pursuant to authority delegated to me in § 2.5 of BLM Order No. 701 dated July 23, 1964, the lands described in paragraph 1 hereof shall become subject to application, petition and selection generally under the nonmineral public land laws, but excepting applications under the Small Tract Act, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable laws, effective 10 a.m., July 30, 1965. All valid applications received at or prior to that date will be considered as simultaneously filed at that time.

4. None of the lands are open to location under the United States mining laws, nor to leasing under the Mineral Leasing Act of 1920, as amended.

5. Inquiries should be addressed to the Land Office Manager, Bureau of Land Management, 710 Northeast Holladay, Portland, Oreg., 97232.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 65-6960; Filed, July 1, 1965; 8:46 a.m.]

[Oregon 011962]

OREGON

Order Providing for Opening of Public Lands

JUNE 25, 1965.

1. In an exchange made under the provisions of section 8 of the act of June 28, 1934 (48 Stat. 1269), as amended, the State of Oregon reconveyed the following described lands to the United States. All mineral rights in these lands were retained by the State of Oregon.

WILLAMETTE MERIDIAN, OREGON

T. 27 S., R. 18 E.,
Sec. 36, all.
T. 27 S., R. 21 E.,
Sec. 16, all;
Sec. 36, E½, E½W½.
T. 27 S., R. 22 E.,
Sec. 16, E½, N½NW¼, SE¼NW¼, NE¼SW¼.
T. 27 S., R. 23 E.,
Sec. 36, all.
T. 27 S., R. 24 E.,
Sec. 36, all.
T. 28 S., R. 16 E.,
Sec. 36, S½.
T. 28 S., R. 17 E.,
Sec. 16, all.
T. 28 S., R. 18 E.,
Sec. 16, E½SE¼;
Sec. 36, all.
T. 28 S., R. 19 E.,
Sec. 36, E½.
T. 28 S., R. 20 E.,
Sec. 16, all;
Sec. 36, all.
T. 28 S., R. 21 E.,
Sec. 16, all;
Sec. 36, all.
T. 28 S., R. 22 E.,
Sec. 16, all;
Sec. 36, all.
T. 28 S., R. 23 E.,
Sec. 16, E½.
T. 28 S., R. 24 E.,
Sec. 16, all.
T. 29 S., R. 18 E.,
Sec. 16, all.
T. 29 S., R. 20 E.,
Sec. 36, all.
T. 29 S., R. 21 E.,
Sec. 16, all;
Sec. 36, all.
T. 29 S., R. 23 E.,
Sec. 36, all.
T. 29 S., R. 24 E.,
Sec. 16, all;
Sec. 36, all.
T. 30 S., R. 21 E.,
Sec. 16, all.
T. 30 S., R. 23 E.,
Sec. 36, all.
T. 30 S., R. 24 E.,
Sec. 16, all;
Sec. 36, all.
T. 31 S., R. 23 E.,
Sec. 36, all.
T. 31 S., R. 24 E.,
Sec. 16, N½, N½SW¼, SW¼SW¼, SE¼;
Sec. 36, all.
T. 32 S., R. 18 E.,
Sec. 36, Lots 3, 4, NE¼, NE¼NW¼.
T. 32 S., R. 23 E.,
Sec. 36, all.
T. 33 S., R. 23 E.,
Sec. 16, all.
T. 34 S., R. 24 E.,
Sec. 16, all;
Sec. 25, NW¼, W½SW¼.
T. 34 S., R. 25 E.,
Sec. 16, all.
T. 38 S., R. 25 E.,
Sec. 36, NE¼, E½NW¼, NE¼SW¼, N½ SE¼.
T. 38 S., R. 26 E.,
Sec. 5, Lot 1 (NE¼NE¼);
Sec. 16, NW¼NE¼, NW¼NW¼, S½NW¼, NE¼SW¼.
T. 39 S., R. 25 E.,
Sec. 16, all.
T. 40 S., R. 25 E.,
Sec. 16, all.
T. 41 S., R. 24 E.,
Sec. 16, all.
T. 41 S., R. 25 E.,
Sec. 16, all.
T. 41 S., R. 26 E.,
Sec. 16, N½, N½S½.

The areas described total 25,989.91 acres.

2. The lands are widely scattered parcels in Harney and Lake Counties. They are generally arid or semiarid in character, and none is suitable for farming.

3. Pursuant to authority delegated to me in § 2.5 of BLM Order No. 701 dated July 23, 1964, the lands described in paragraph 1 hereof shall become subject to application, petition and selection generally under the nonmineral public land laws, but excepting applications under the Small Tract Act, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable laws, effective 10 a.m., July 30, 1965. All valid applications received at or prior to that date will be considered as simultaneously filed at that time.

4. None of the lands are open to location under the United States mining laws, nor to leasing under the Mineral Leasing Act of 1920, as amended.

5. Inquiries should be addressed to the Land Office Manager, Bureau of Land Management, 710 Northeast Holladay, Portland, Oreg., 97232.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 65-6961; Filed, July 1, 1965; 8:46 a.m.]

National Park Service

[Order No. 1, Amdt. 1]

JOB CORPS CONSERVATION CENTER, CUMBERLAND GAP NATIONAL HISTORICAL PARK, KY.

Delegation of Authority

2. The Job Corps Conservation Center Director and Administrative Assistant may issue purchase orders not to exceed $2,500 for supplies, materials and equipment in conformity with applicable regulations and statutory authority and subject to availability of funds.

(National Park Service Order No. 14 (19 F.R. 8824), as amended; 39 Stat. 535, 16 U.S.C., sec. 2; Southeast Region Order No. 3 (21 F.R. 1493))

Dated: May 26, 1965.

WILLIAM W. LUCKETT,
Superintendent, Cumberland Gap National Historical Park.

[F.R. Doc. 65-6969; Filed, July 1, 1965; 8:46 a.m.]

Office of the Secretary

IMPORTS INTO PUERTO RICO OF CRUDE OIL AND UNFINISHED OILS

Adjustment in Maximum Level

The maximum levels of imports into Puerto Rico of crude oil, unfinished oils, and finished products, other than residual fuel oil to be used as fuel, established by Presidential Proclamation 3279, as amended, are modified pursuant to paragraph (c) of section 2 of the Proclamation to permit, during the period July 1, 1965, through December 31, 1965, 138,357 barrels per day of crude oil and unfinished oils, and an additional 511 barrels per day in the imports of finished products, other than residual fuel oil to be used as fuel.

All non-Governmental holders of allocation of imports of finished products, other than residual fuel oil to be used as fuel, into Puerto Rico have been canvassed with respect to their interest in supplying the increased requirement for finished products. With the exception of the Shell companies, all others have stated that they have no interest. Accordingly, the allocation made to the Shell Companies will be increased by 511 barrels daily of asphalt.

STEWART L. UDALL,
Secretary of the Interior.

JUNE 25, 1965.

[F.R. Doc. 65-6955; Filed, July 1, 1965; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

FOOD STAMP PROGRAM

Notice of Effective Date of Supersedure of Pilot Program in Certain Areas

Notice is hereby given that effective July 1, 1965, the Food Stamp Program (7 CFR Ch. XVI) shall supersede the Pilot Food Stamp Program (6 CFR Part 540) in the following geographical areas:

(1) Jefferson County, Ala.
(2) Walker County, Ala.
(3) Humboldt County, Calif.
(4) City of St. Louis, Mo.
(5) Silver Bow County, Mont.
(6) Multnomah County, Oreg.
(7) Dickenson County, Va.
(8) Lee County, Va.
(9) Wise County, Va.
(10) Grays Harbor County, Wash.
(11) Logan County, W. Va.
(12) McDowell County, W. Va.
(13) Mingo County, W. Va.
(14) Wayne County, W. Va.

ROY W. LENNARTSON,
Associate Administrator.

Approved: June 29, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 65-6994; Filed, July 1, 1965; 8:48 a.m.]

Office of the Secretary

COLORADO

Designation and Extension of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Colorado natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

COLORADO

Fremont. Teller.

It has also been determined that in the hereinafter-named counties in the State of Colorado the above-mentioned natural disasters have caused a continuing need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Colorado	*Previous designation*
Phillips	29 F.R. 12852
Yuma	29 F.R. 12852

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 28th day of June 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-6965; Filed, July 1, 1965; 8:46 a.m.]

EXTRA LONG STAPLE COTTON

Determination of Surplus Supply

Section 3, P.L. 88-638 (7 U.S.C. 1852a) provides that "Notwithstanding any other provision of law, the Commodity Credit Corporation, in order to encourage exports of extra long staple cotton which is in surplus supply at competitive world prices, is directed to offer for sale, whenever extra long staple cotton is in surplus supply, any extra long staple cotton owned by it (except stocks released from the stockpile established pursuant to the Strategic and Critical Materials Stock Piling Act, as amended) at prices not in excess of the prices at which cotton of comparable quality is being offered by other exporting countries, on condition that such cotton be exported or that an equal quantity of extra long staple cotton will be exported within the period specified by the Secretary of Agriculture. The Commmodity Credit Corporation may accept bids in excess of the maximum prices specified herein but shall not reject bids at such maximum prices unless a higher bid is received for the same cotton. The Secretary of Agriculture shall make a determination of the amount, if any, of extra long staple cotton which is in surplus supply for the 1964-65 marketing year not later than 30 days after the effective date of this section and for each succeeding marketing year not later than 30 days prior to the beginning of each such marketing year. Extra long staple cotton shall be deemed to be in surplus supply whenever the Secretary of Agriculture determines that the total supply of such cotton (under the formula for determining the 'total supply' of cotton specified in section 301(b)(16)(C) of the Agricultural Adjustment Act of 1938, as amended, but not including cotton released from such stockpile) is in excess of estimated domestic consumption and estimated exports of such cotton excluding estimated exports made under the authority of this section, plus an allowance for carryover equal to 50 per centum of such estimated consumption and exports. Exports hereunder shall be excluded in making any determination with respect to national marketing quotas under the Agricultural Adjustment Act of 1938, as amended. Nothing herein shall preclude the Corporation from accepting bids which may be made at higher than world prices."

The latest available information and statistics for extra long staple cotton for the 1965-66 marketing year are as follows:

	Bales
A. Total Supply of Extra Long Staple Cotton:	
1. Estimated carryover Aug. 1, 1965 (excluding cotton released from the stockpile)	199,000
2. Estimated production	85,000
3. Estimated imports	85,600
4. Total supply	369,600
B. Disappearance plus allowance for carryover:	
1. Estimated domestic consumption	160,000
2. Estimated exports (excluding exports which cannot be taken into account in this determination)	0
3. Total estimated consumption and exports	160,000
4. Allowance for a carryover (160,000 times 50 percent)	80,000
5. Estimated domestic consumption and exports plus allowance for carryover	240,000
C. Surplus supply determination:	
1. Total supply	369,600
2. Estimated domestic consumption and exports plus allowance for carryover	240,000
3. Surplus supply for the 1965-66 marketing year (369,600 minus 240,000)	129,600

Pursuant to the provisions of P.L. 88-638, the surplus supply of extra long staple cotton for the 1965-66 marketing year is hereby determined to be 129,600 bales.

(Sec. 3, 78 Stat. 1038; 7 U.S.C. 1852a)

Signed at Washington, D.C., on June 29, 1965.

JOHN A. SCHNITTKER,
Acting Secretary of Agriculture.

[F.R. Doc. 65-6964; Filed, June 30, 1965; 12:45 p.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

NBS RADIO STATION WWVB, FORT COLLINS, COLO.

Notice of New Time Code

Commencing July 1, 1965, Radio Station WWVB will broadcast time information using a level-shift carrier time code. The code is binary coded decimal (BCD) and will be broadcast continuously. The new code will replace the present seconds pulses of uniform width.

The code will be synchronized with the 60 kHz carrier signal. It will be generated by reducing the power of the carrier by 10 db at the beginning of each second and restoring it 0.2 seconds later for uncoded markers or binary "zeroes", 0.5 seconds later for binary "ones", and 0.8 seconds later for 10-second position identifiers and for minute markers.

Each minute the code presents time of year information in minutes, hours, and day of the year and the actual milliseconds difference between the time as broadcast and the best known estimate of UT2.

A detailed explanation of the code is available on request. Questions pertaining to the code and broadcasts should be addressed to the attention of

Frequency-Time Broadcast Services Section, Radio Standards Laboratory, Boulder Laboratories, National Bureau of Standards, Boulder, Colo., 80301.

A. V. ASTIN,
Director.

[F.R. Doc. 65-7019; Filed, July 1, 1965; 8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-5]

PENNSYLVANIA STATE UNIVERSITY

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 15, set forth below, to Facility License No. R-2, authorizing operation until June 30, 1966, of The Pennsylvania State University nuclear reactor located on the University's campus at University Park, Pa.

The expiration date specified in Facility License No. R-2, as originally issued, was June 30, 1965. In an application dated May 20, 1965, The Pennsylvania State University requested a renewal of the license pending action on its application to convert the facility by installing a TRIGA reactor and modifying some of the components of the existing facility. The Pennsylvania State University has indicated that it will request a full term license, not exceeding 40 years, for the modified facility.

Within 15 days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see the application for renewal, a copy of which is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 25th day of June 1965.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.

[License No. R-2; Amdt. 15]

The Atomic Energy Commission having found that:

a. The application for license amendment dated May 20, 1965, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, CFR;

b. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

c. The issuance of this license amendment will not be inimical to the common defense and security or to the health and safety of the public.

Facility License No. R-2, which authorizes The Pennsylvania State University to operate its pool-type nuclear reactor located on the university's campus at University Park, Pa., is hereby further amended in accordance with the application.

1. Paragraph 5 is amended to read as follows:

5. This amended license shall expire on June 30, 1966, unless sooner terminated.

2. This amendment is effective as of the date of issuance.

Date of issuance: June 25, 1965.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.

[F.R. Doc. 65-6975; Filed, July 1, 1965; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

DR. SALSBURY'S LABORATORIES

Notice of Filing of Petition for Food Additives Sulfanitran, Aklomide, and 3-Nitro-4-Hydroxyphenylarsonic Acid

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5D1756) has been filed by Dr. Salsbury's Laboratories, Charles City, Iowa, 50616, proposing an amendment to § 121.264 Acetyl-(*p*-nitrophenyl)-sulfanilamide, as follows:

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
Sulfanitran [Acetyl-(p-nitrophenyl)-sulfanilamide].	181.4 (0.02%)	Aklomide (2-chloro-4-nitrobenzamide).	226.8 (0.025%)	For chickens; not to be fed to laying chickens; withdraw 5 days before slaughter.	As an aid in the prevention of coccidiosis caused by *E. tenella*, *E. necatrix*, and *E. acervulina*.
		+			
		3-Nitro-4-hydroxyphenylarsonic acid.	22.7-45.2 (0.0025%-0.005%)	Use as sole source of organic arsenical.	Growth promotion; feed efficiency; improving pigmentation.

Dated: June 25, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-6974; Filed, July 1, 1965; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 15661]

NEW YORK AIRWAYS, INC.

Notice of Further Prehearing Conference

In view of the expanded nature of the subject proceeding as reflected in Board order E-22359, issued on June 25, 1965, a further prehearing conference herein is assigned to be held before the undersigned Examiner on July 9, 1965, at 10 a.m., e.d.t., in Room 607, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C.

Dated at Washington, D.C., on June 29, 1965.

[SEAL] RICHARD A. WALSH,
Hearing Examiner.

[F.R. Doc. 65-6986; Filed, July 1, 1965; 8:48 a.m.]

[Docket No. 16301; Order E-22364]

TRANS WORLD AIRLINES, INC.

Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 28th day of June 1965.

By tariff revisions[1] filed June 1, 1965, and marked to become effective July 1, 1965, Trans World Airlines, Inc. (TWA), proposes to add the CV-880 aircraft as a type of aircraft on which jet commuter fares would apply between Las Vegas and Los Angeles and between Las Vegas and San Francisco/Oakland. The carrier proposes to seat jet commuter passengers in the front of the rear compartment of dual configuration CV-880 aircraft, with jet coach passengers being seated in the back of such compartment. Seating in the rear compartment of TWA's CV-880 aircraft would not be changed from the current configuration having seats five abreast at a pitch of 38 inches.

United Air Lines, Inc., supported by Western Air Lines, Inc., and Bonanza Air Lines, Inc., has filed a complaint against TWA's proposal requesting suspension and investigation. The complaint alleges that the Board has prviously suspended similar proposals for TWA's CV-880 aircraft,[2] that service in a CV-880 aircraft is not "essentially similar" to that provided in an Electra, and that the entire economic justification for the continuation of third-level fares will rapidly disappear if competitors are compelled to provide equivalent seating accommodations to prevent diversion from six-abreast jet commuter service to the proposed five-abreast seating on jet aircraft.

In support of its filing and in answer to the complaint, TWA claims that recent tariff filings by Western have changed

[1] Revisions to Airline Tariff Publishers, Inc., agent, CAB No. 65.

[2] Order E-21566, Dec. 7, 1964, wherein the Board declined to reconsider its order of suspension of TWA's jet coach fare of $13.00 between Las Vegas and Los Angeles.

the standard for third-level service in the San Francisco-Los Angeles-Las Vegas complex. Specifically, TWA notes that Western has proposed that propeller commuter service, at a fare of $13.00 between Los Angeles and Las Vegas, apply on Lockheed Electra aircraft having five-abreast seating with a 38-inch seat pitch.[3] TWA also notes that Western has proposed to extend jet commuter service at a one-way fare of $23.81 to a new market, Las Vegas-San Francisco, effective July 1, 1965.[4] TWA believes that third-level fares now can be applied by other carriers to services which are essentially similar to those of Western and to services which do not exceed the maximum seat pitch of 38 inches and the five-abreast seating arrangements proposed by Western. Moreover, TWA states that, although it is meeting the competition of one of the ratemaking carriers and is not, therefore, required to separately justify its proposal on economic grounds, its proposed service can be operated at breakeven load factors considerably more favorable than those estimated by the Board in an earlier action which permitted TWA to offer jet commuter fares on its Boeing 707 aircraft.

Upon consideration of the tariff filing, the complaint of United, and other matters of record, the Board finds that TWA's proposal to offer jet commuter service with CV-880 aircraft in the Las Vegas-Los Angeles market at the existing fare of $13.00 may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and that the tariff revisions proposing such service should be investigated. The Board also finds that the complaint of United does not state facts which warrant investigation of TWA's proposal to offer similar service in the Las Vegas-San Francisco/Oakland market at the proposed fare of $23.81. The Board is of the opinion that the load factor which would be required to break even in the Las Vegas-Los Angeles market is unattainable, while that required in the Las Vegas-San Francisco/Oakland market is not unreasonable. We note that the fare per mile proposed for the longer Las Vegas-San Francisco market is higher than that applicable to the shorter Las Vegas-Los Angeles market. In addition, we have taken into consideration the more favorable operating cost per mile for the longer distance. Our finding herein is not inconsistent with our earlier findings relating to fare proposals applicable to markets where jet commuter services are offered. Since we believe there is a substantial question as to the economic validity of the proposed Las Vegas-Los Angeles service at the existing fare of $13.00, and in recognition of the possible adverse economic impact on other carriers in this market, we have further concluded to suspend the effectiveness of that portion of TWA's tariff revisions proposing jet commuter service between Las Vegas and Los Angeles with CV-880 aircraft, and defer its use pending investigation.

[3] The Board has approved this proposal of Western by Order E-22307, June 14, 1965.

[4] TWA has filed similar fares in this market, also effective July 1, 1965.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 102, 204(a), 403, and 1002,

It is ordered That:

1. An investigation is instituted to determine whether the application of the jet commuter fare between Las Vegas and Los Angeles in CV-880 aircraft with five-abreast seating and a 38-inch pitch as proposed on 13th Revised Page 34 and 7th Revised Page 34-A of Airline Tariff Publishers, Inc., agent, CAB No. 65 is or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful seating configuration to be used for the transportation of jet commuter fare passengers between Las Vegas and Los Angeles or the lawful fare to be used for the proposed seating configuration;

2. Pending hearing and decision by the Board, the CV-880 type of aircraft having a jet commuter seating configuration of five seats abreast with a pitch of 38 inches, so far as applicable to jet commuter transportation between Las Vegas and Los Angeles, and appearing on 13th Revised Page 34, and the portion of Note B reading "Las Vegas and Los Angeles" on 7th Revised Page 34-A to Airline Tariff Publishers, Inc., agent, CAB No. 65 are suspended and their use deferred to and including September 28, 1965, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The complaint of United Air Lines, Inc., in Docket 16238, to the extent granted, is consolidated in this docket, and to the extent not granted, is dismissed;

4. This investigation be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

5. A copy of this order be filed with the aforesaid tariff and be served upon Trans World Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., and Bonanza Air Lines, Inc., who are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 65-6987; Filed, July 1, 1965; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15503, 15504; FCC 65M-841]

CENTURY BROADCASTING CORP. (KSHE) AND APOLLO RADIO CORP.

Order After Prehearing Conference

In re applications of Century Broadcasting Corp. (KSHE), St. Louis, Mo., Docket No. 15503, File No. BPH-4246; Apollo Radio Corp., St. Louis, Mo., Docket No. 15504, File No. BPH-4283; for construction permits.

The Hearing Examiner having under consideration proceedings in the above-entitled matter during prehearing conference today;

It appearing, the applicants have committed themselves to file a joint petition for approval of a dropout agreement which, if approved, would operate to eliminate the need for a hearing under the present issues, and that applicant KSHE will file a petition for leave to amend, and amendment to another frequency, by the same date, July 7; and, therefore, that deadlines are nevertheless necessary in the event these plans do not come to fruition;

It is ordered, That the hearing is hereby postponed and will convene on Monday, September 20, 1965, at the Commission's offices, Washington, D.C., at 10 a.m., and

It is further ordered, That the parties will exchange exhibits by September 1 and otherwise comply with the ground rules established at an earlier prehearing conference (held July 10, 1964), before the Commission vacated an earlier order designating these applications for hearing.

Dated: June 28, 1965.

Released: June 28, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 65-6982; Filed, July 1, 1965; 8:48 a.m.]

[Docket Nos. 15942, 15943; FCC 65M-827]

DENNIS A. AND WILLARD D. SLEIGHTER (WWDS) AND BEACON BROADCASTING CONCERN

Order Continuing Hearing

In re applications of Dennis A. Sleighter and Willard D. Sleighter (WWDS), Everett, Pa., Docket No. 15942, File No. BP-16325; Kenneth W. Ferry trading as Beacon Broadcasting Concern, Martinsburg, Pa., Docket No. 15943, File No. BP-16523; for construction permits.

Upon oral request of counsel for the Sleighters in the above-entitled proceeding, and with the consent of the other parties hereto, *It is ordered*, This 24th day of June 1965, that the following dates shall supersede those presently scheduled for further proceedings in this matter:

Final exchange of exhibits presently scheduled for June 24, 1965, is rescheduled for June 29, 1965;

Notification of witnesses presently scheduled for June 25, 1965, is hereby rescheduled for July 6, 1965; and

Hearing presently scheduled for June 29, 1965, is hereby rescheduled for July 12, 1965.

Released: June 25, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 65-6983; Filed, July 1, 1965; 8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-3912, etc.]

ASHLAND OIL REFINING CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates; Correction

JUNE 4, 1965.

In the Notice of Applications for Certificates, Abandonment of Service and Petitions to Amend Certificates, issued May 18, 1965, and published in the FEDERAL REGISTER May 27, 1965 (F.R. Doc. 65-5466; 30 F.R. 7131); in the chart change Docket No. CI61-1273 to read CI64-1045.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6943; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. RI65-646]

B. W. P., INC.

Order Providing for Hearing on and Suspension of Proposed Change in Rate, Effective Subject to Refund

JUNE 24, 1965.

Respondent named herein has filed a proposed change in rate and charge of a currently effective rate schedule for the sale of natural gas under Commission jurisdiction, as set forth in Appendix A below.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR, Chapter I), and the Commission's rules of practice and procedure, a public hearing shall be held concerning the lawfulness of the proposed change.

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however,* That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before August 11, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf: Rate in effect	Cents per Mcf: Proposed increased rate	Rate in effect subject to refund in Docket Nos.
RI65-	B. W. P., Inc., 1012 Alpine, Midland, Tex., 79702.	2	64	El Paso Natural Gas Co. (Otero Gallup Field, Rio Arriba County, N. Mex.) (San Juan Basin Area).	$88	5-25-65	[1] 6-25-65	[2] 6-26-65	12.0	[3] [4] 12.2295	

[1] The stated effective date is the effective date requested by respondent.
[2] The suspension period is limited to 1 day.
[3] Tax reimbursement increase.
[4] Pressure base is 15.025 p.s.i.a.
[5] Computed on the basis of a partial reimbursement of the full 2.55 percent New Mexico School Tax.

The proposed tax increase filed by B. W. P., Inc. (B. W. P.), reflects partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax which was increased from 2.0 percent to 2.55 percent on April 1, 1963. The buyer, El Paso Natural Gas Co. (El Paso), in accordance with its policy of protesting all tax filings proposing reimbursement for the New Mexico Emergency School Tax in excess of 0.55 percent, has filed its protest to the tax reimbursement increase herein. El Paso questions the right of B. W. P. under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher rate of at least 0.55 percent, it claims there is controversy as to whether or not the new legislation effected an increased tax rate in excess of 0.55 percent. Even though B. W. P.'s proposed rate is below the applicable area ceiling price as set forth in the Commission's Statement of General Policy No. 61-1, as amended, it is suspended because of El Paso's protest. Under the circumstances, we shall provide that the hearing provided for herein shall concern itself with the contractual basis as well as the statutory lawfulness of B. W. P.'s proposed increased rate which El Paso has protested. Since the rate increase herein is limited to tax reimbursement, the suspension period may be shortened to one day from June 25, 1965, the proposed effective date.

[F.R. Doc. 65-6944; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-406]

CENTRAL ILLINOIS LIGHT CO.

Notice of Application

JUNE 25, 1965.

Take notice that on June 17, 1965, Central Illinois Light Co. (Applicant), 300 Liberty Street, Peoria, Ill., filed in Docket No. CP65-406 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Panhandle Eastern Pipe Line Co. (Panhandle) to establish a physical connection of its natural gas transmission facilities with the supply lateral to be constructed by Applicant, to construct appropriate metering facilities and to sell and deliver natural gas to Applicant for resale and distribution in the Villages of Manito and Green Valley, Ill., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant will construct and operate approximately 13 miles of 4-inch lateral from a point on Panhandle's Peoria lateral to Green Valley and Manito as well as the distribution systems in the villages. Applicant's estimated required volumes of natural gas for the proposed service are as follows:

	First year	Second year	Third year
Annual (Mcf)	77,745	88,398	90,500
Peak day (Mcf)	668	765	857

The application states that the present allocation from Panhandle is sufficient to provide the proposed service.

The total estimated cost of the facilities to be constructed by Applicant is $442,000, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before July 22, 1965.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6945; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-410]

CITIES SERVICE GAS CO.

Notice of Application

JUNE 25, 1965.

Take notice that on June 21, 1965, Cities Service Gas Co. (Applicant), 10th Floor, First National Building, Oklahoma City, Okla., 73101, filed in Docket No. CP65-410 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities and the sale to Consolidated Utilities, Inc. (Consolidated) of up to 317 Mcf per day of natural gas for resale, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant would tap its 20-inch pipeline and construct and operate metering and regulating facilities in Gray County, Tex., and sell gas to Consolidated for resale for irrigation and incidental farm purposes to customers within that same general area. The estimated third year annual and peak day requirements are stated to be 52,812 Mcf and 317 Mcf, respectively. The sale will be made under Applicant's proposed Rate Schedule IRG-1.

The total cost of the proposed facilities is $2,206, which will be paid out of funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before July 23, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6946; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-408]

EL PASO NATURAL GAS CO.

Notice of Application

JUNE 25, 1965.

Take notice that on June 18, 1965, El Paso Natural Gas Co. (Applicant), Post Office Box 1492, El Paso, Tex., 79999, filed in Docket No. CP65-408 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate approximately 4.9 miles of 12¾-inch pipeline, and appurtenances including pipeline necessary to supply its El Paso Compressor Station fuel requirements, extending from a point of connection with its 12¾-inch El Paso mainline system in El Paso County, Tex., in a northwesterly direction, parallel to Applicant's California mainline system to a point of connection with Applicant's 10¾-inch Newman Power Plant lateral. Applicant also proposes to modify the Newman Power Plant meter station.

The application states that the Newman Power Plant requirements are presently provided by Applicant's California mainline system downstream from its El Paso Compressor Station. The application further states that by use of the proposed facilities, both the Newman Power Plant requirements and the El Paso Compressor Station fuel requirements can be supplied with a resulting savings in fuel costs at El Paso Compressor Station due to the station not being required to compress the gas to be delivered to the power plant. Applicant states that the proposal will also enable it to periodically shut down its No. 3 Compressor Station.

The estimated cost of the proposed construction is $184,000, which will be financed from currently available working funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before July 22, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6947; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-393]

FLORIDA GAS TRANSMISSION CO.

Notice of Application; Correction

JUNE 23, 1965.

In the notice of application, issued June 15, 1965, and published in the FEDERAL REGISTER, June 23, 1965 (F.R. Doc. 65-6567; 30 F.R. 8078); delete the last paragraph which reads "Under the procedure herein * * *

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6948; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-411]

FORT SMITH GAS CORP.

Notice of Application

JUNE 25, 1965.

Take notice that on June 21, 1965, Fort Smith Gas Corp. (Applicant), 35 South Seventh Street, Fort Smith, Ark., filed in Docket No. CP65-411 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of facilities required to purchase the production from a gas well owned by Steve Gose (Operator), et al.,[1] in LeFlore County, Okla., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate approximately 3,300 feet of 4½-inch gathering line, together with necessary appurtenances and metering and regulating facilities, running from the gas well to a point of connection with Applicant's facilities.

The application states that the proposed facilities will not result in any increase in Applicant's presently authorized pipeline system capacity and that no new markets are to be served. The additional supply of gas will be used to serve Applicant's existing customers.

The estimated cost of the proposed facilities is $11,899, which will be financed with funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before July 23, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commisison on its own review of the matter finds that a grant of

[1] Steve Gose (Operator), et al., were issued a certificate of public convenience and necessity authorizing the sale of additional gas to Applicant in Docket No. CI65-924 on May 11, 1965.

the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6949; Filed, July 1, 1965; 8:45 a.m.]

[Docket No. CP65-409]

NATURAL GAS PIPELINE CO. OF AMERICA

Notice of Application

JUNE 25, 1965.

Take notice that on June 21, 1965, Natural Gas Pipeline Co. of America (Applicant), 122 South Michigan Avenue, Chicago, Ill., 60603, filed in Docket No. CP65-409 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of seven injection-withdrawal wells and approximately 2.25 miles of 12-inch and 16-inch gathering pipeline and appurtenances to be installed at its existing Herscher Storage Area, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the addition of these facilities, to be used in the operation of its Herscher Mt. Simon Reservoir, near Herscher, Ill., will improve the efficiency of drainage from that reservoir. No proposal is made to increase the peak-day withdrawal capacity of its storage operations. Applicant states that the proposed facilities are required to permit more efficient operations of its storage facilities at present levels of authorized peak-day withdrawal capacity.

The estimated cost of the proposed facilities is $835,000, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before July 23, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protests or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-6951; Filed, July 1, 1965; 8:46 a.m.]

FEDERAL RESERVE SYSTEM

UNITED VIRGINIA BANKSHARES INC.

Notice of Application for Approval of Acquisition of Shares of Bank

Notice is hereby given that application has been made to the Board of Governors of the Federal Reserve System pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(2)), by United Virginia Bankshares Inc., a registered bank holding company located in Richmond, Va., for the Board's prior approval of the acquisition by the Applicant of at least 90 percent of the voting shares of Williamsburg State Bank, a proposed new bank into which would be merged Peninsula Bank and Trust Co. and James-York Bank, both of Williamsburg, Va.

In determining whether to approve an application submitted pursuant to section 3(a)(2) of the Bank Holding Company Act, the Board is required by that Act to take into consideration the following factors: (1) The financial history and condition of the company and the bank concerned; (2) their prospects; (3) the character of their management; (4) the convenience, needs, and welfare of the communities and the area concerned; and (5) whether or not the effect of such acquisition would be to expand the size or extent of the bank holding company system involved beyond limits consistent with adequate and sound banking, the public interest, and the preservation of competition in the field of banking.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C., 20551.

Dated at Washington, D.C., this 28th day of June 1965.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 65-6925; Filed, July 1, 1965; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 29, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39873—*Sand to Rockport, Ind.* Filed by Southwestern Freight Bureau, agent (No. B-8742), for interested rail carriers. Rates on sand, as described in the application, in carloads, from Klondike, Ludwig, and Pacific, Mo., to Rockport, Ind.

Grounds for relief—Market competition, and modified short-line distance formula.

Tariff—Supplement 61 to Southwestern Freight Bureau, agent, tariff ICC 4565.

FSA No. 39874—*Brewers' grits to Longview, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-8744), for interested rail carriers. Rates on brewers' grits, in bulk or in bags, in carloads, from St. Louis, Ill., Kansas City, Mo.-Kan., St. Joseph, St. Louis, Mo., Omaha, and South Omaha, Nebr., to Longview, Tex.

Grounds for relief—Market competition.

Tariff—Supplement 77 to Southwestern Freight Bureau, agent, tariff ICC 4496.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-6979; Filed, July 1, 1965; 8:48 a.m.]

[Notice 1197]

MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 29, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-67632. By order of June 24, 1965, the Transfer Board approved the transfer to Standard Transport, Inc., Charlotte, N.C., of a portion of Certificate in No. MC-37421, issued March 11, 1964, to Homer S. Robinson, doing business as W. R. Candler Transfer Co., Asheville, N.C., authorizing the transportation of: Apple products, canned goods, cottonseed meal, dimension stock lumber, electrical supplies, empty bottles, fresh vegetables, glass fruit jars and fruit jar rings, groceries, hides, grease, tallow, scrap metal, liquid gas fuel, malt beverages, empty malt beverage containers, motor oil, paper and paper products, rags, scrap paper, roots, herbs, wine, and wiping rags, from, to, or between specified points in Georgia, Illinois, In-

diana, Kentucky, North Caroline, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. Alvin A. London, 421 Law building, Charlotte, N.C., 28202, attorney for applicants.

No. MC–FC–67855. By order of June 24, 1965, the Transfer Board approved the transfer to Fresno-Albuquerque Truck Line, Inc., Montebello, Calif., of Certificate No. MC–118023, issued January 24, 1961, to H. Mapelli & Sons, Inc., Denver, Colo., authorizing the transportation of frozen fruits, frozen vegetables, and frozen fish, in packages, when moving in the same vehicle with frozen fruits and frozen vegetables, over irregular routes, from points in California, Oregon, and Washington, to Denver, Colo., and from points in California, to Pueblo, Colo. Donald E. Leonard, Box 2028, 605 South 14th, Lincoln, Nebr., attorney for applicants.

No. MC–FC–67887. By order of June 25, 1965, the Transfer Board approved the transfer to DeNagel Bros., Inc., Norfolk, Va., of the Certificate in No. MC–41958, issued April 13, 1964, to Shoreline Trans., Inc., Medford, Mass., authorizing the transportation of: Household goods, between Boston, Mass., and points within 25 miles thereof, on the one hand, and, on the other, points in Connecticut, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, New Jersey, and New York. Joseph A. Kline, 185 Devonshire Street, Boston, Mass., 02110, attorney for transferor. Robert J. Gallagher, 111 State Street, Boston, Mass., attorney for transferee.

No. MC–FC–67888. By order of June 25, 1965, the Transfer Board approved the transfer to Robert C. Edwards, Route 2, Maryville, Mo., of the Certificate in No. MC–115460, issued June 11, 1963, to Ralph Noe, Maryville, Mo., authorizing the transportation of: Lime, gravel, and crushed stone, from Hopkins and Pumpkin Center, Mo., to Clarinda, Iowa, and points within 25 miles thereof.

No. MC–FC–67905. By order of June 24, 1965, the Transfer Board approved the transfer to Edith M. Jester, Charles H. Jester, Jr., and Lois B. Taylor, a partnership, doing business as Laguna Beach Van & Storage Co., Laguna Beach, Calif., 580 Broadway, 92651, of the operating rights in Certificate No. MC–15427, issued July 10, 1959, to Charles H. Jester, doing business as Laguna Beach Van & Storage, 580 Broadway, Laguna Beach, Calif., 92651, authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Laguna Beach, Calif., and Irvine, Calif., and of household goods, between Laguna Beach, Calif., on the one hand, and, on the other, Irvine, Calif., and points in California within 10 miles of Laguna Beach.

No. MC–FC–67909. By order of June 24, 1965, the Transfer Board approved the transfer to Newman & Goldring Heavy Hauling, Inc., Fort Worth, Tex., applicant in No. MC–102162 (Sub-No. 3), BOR–99 filed in the name of Jeff Miller Rhoades doing business as Rhoades Truck Line, Austin, Tex., for Certificate of Registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a)(1) of the Act, supported by Texas Certificate No. 6232, authorizing the transportation of property between specified points and areas in Texas, acquired by transferor herein pursuant to No. MC–FC–66599 approved May 15, 1965, consummated January 6, 1965. Dan Felts, Post Office Box 117, Austin 66, Tex., attorney for applicants.

No. MC–FC–67933. By order of June 24, 1965, the Transfer Board approved the transfer to James Stanton Hignite, doing business as Stanton Hignite, Olive Hill, Ky., of the operating rights issued by the Commission April 16, 1965, under Certificate No. MC–87102, to Walter Walker, doing business as Walker Trucking, Kenova, W. Va., authorizing the transportation, over irregular routes, of building supplies, and paving materials, between Kenova and Huntington, W. Va., on the one hand, and, on the other, points in Lawrence and Scioto Counties, Ohio, and those in Boyd, Carter, Lawrence, Lewis Greenup, Martin, and Pike Counties, Ky.; and coal, between points in Boyd County, Ky., on the one hand, and, on the other, points in Wayne County, W. Va. Charles F. Dodrill, 600 Fifth Avenue, Huntington, W. Va., attorney for applicants.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65–6980; Filed, July 1, 1965; 8:48 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—JULY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during July.

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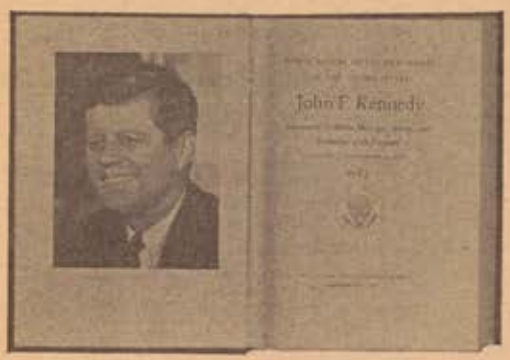

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